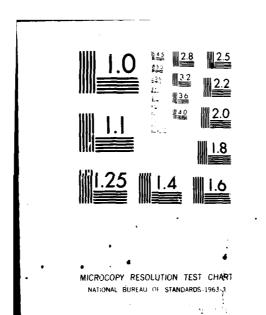
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Volume II



The Allocation of Runway Slots by Auction

Office of Aviation Policy Washington, D.C. 20590 The Airline Management Game and Slot Auction Testing

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#### **ACKNOWLEDGEMENTS**

The findings of this report have grown out of a joint project between ECON, Inc. and Flight Transportation Associates, supported by the Office of Aviation Policy of the Federal Aviation Administration, in which the following have notably participated: Pradeep Dubey, Antonio Elias, Jai Jaikumar, David Lawson, Robert Simpson, Peter Stevenson, Nawal Taneja and Robert Weber, in addition to the authors.

It is a pleasure to express our appreciation to John Rodgers of the FAA/AVP for his frequent help and continuous interest in this project.

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#### 1. INTRODUCTION

In order to evaluate the viability of the Slot Exchange Auction and subsequent continuous slot exchange, an interactive computer simulation of actual slot auctions was conducted using the Airline Management Game; participants from the airlines acted as airline executives engaged in bidding and scheduling activities. This Evaluation Exercise held at FAA headquarters in Washington, D.C., February 11-15, 1980 also included a test of the FAA's Administrative Allocation procedure. An earlier version of the same simulation was conducted at M.I.T. in December 1979 by the staff of Flight Transportation Associates (FTA). The scenario included five competing airlines and 17 airports with three of them being capacity-limited. These three airports carried about 66 percent of all the traffic in the initial schedules (base case), and there was a total of 480 flights per day in these schedules. Hourly quotas for the three capacity-limited airports were established by the game administrator based on the airport activity profiles obtained in the base case. They were 13, 12 and 11 for the three airports designated AAA, BBB and CCC respectively in the Evaluation Exercise scenario.

The five teams were assigned FTA staff members and airline participants. They were instructed to maximize short-run airline profits using a fixed fleet of aircraft and fixed fares, but free choice of routes and schedules. The schedules were assumed to operate for six months at a time.

This second volume of the Final Report on runway slot allocation by auction presents an outline of the Airline Management Game, the experimental design, the bidding rules and the results and analysis of the Evaluation Exercise. After the

The terms "Slot Exchange Auction" and "slot exchange," as used in this report refer to the same objects as the earlier names "Trading Post Auction" and "aftermarket."

exercise the airline participants were invited to submit written comments and responses to FAA questions about the two methods of slot allocation and the testing procedure used for evaluating them. Their replies are included in facsimile as Section 5 of this volume.

The airline participants were given a rather large amount of scenario data--operating statistics, cost parameters, initital schedules, system route maps, etc.--and a set of instructions for bidding in each of the two allocation methods. We have not included all of this material here since most of it is covered in the report in a slightly different form, and furthermore this report deals with one of the two methods. We have tried to include all data relevant to the task of interpreting the results of the Evaluation Exercise concerning the Slot Exchange method. The results of the earlier (December) exercise are summarized in Appendix B.

#### 2. TESTING CONCEPTS AND PROBLEMS

This approach is new. There is no mathematical guarantee that the fatonnement process will converge. The circumstantial evidence is very positive, but not completely convincing. The 42 interdependent trading posts of today may well become 142 trading posts tomorrow. Can the airlines cope with this complexity? What are the effects of this complex dependency on the convergence behavior of the repeated Trading Post auction?

These are difficult questions which demand careful study and thorough experimentation.

When should the auctioning process be stopped? It seems highly unlikely that the procedure will of itself reach a point where no party wishes to change a bid—the sheer dimension of the number of trading posts would seem to admit the wish of at least one airline to change its bid at at least one trading post. A sine qua non is that the conditional outcome of any round of auction be a potential final outcome: this to ensure that each airline reveal its true demands to the extent it knows them. The threat must exist that, at any time, the hammer may fall.

The dynamics of the conditional outcomes are complex. After several rounds one may expect that many prices and allocations begin to repeat, with the "action" occurring at the margin. "Chases" may occur, with prices at one or several trading posts driving upwards as participants compete for the marginal slots at those posts. These followed by some, perhaps "too many," airlines dropping out, the demands at the corresponding posts dropping below supply. Because of the indivisible nature of the commodity it may well be necessary to impose, in such cases, a positive trading post price even in the presence of excess supply. This "threshold" price or "entrance fee" would be introduced to prevent cyclic phenomena at trading posts

(caused entirely by the indivisibility of slots): a trading post price might slowly climb in successive rounds, then suddenly drop to \$0 with several bidders dropping at once, then begin climbing again with \$0 being an attractive price to those who had dropped out, etc.

So a stopping rule must be defined. There are several candidates.

- 1. By <u>convergence</u> of <u>price</u>. If, in two successive rounds of bidding, the 42-dimensional trading post prices are sufficiently close to one another, stop. For example, if  $p = (p_1, \ldots, p_{42})$  is one set of prices and  $p' = (p'_1, \ldots, p'_{42})$  the next set and  $\max_i p_i p'_1 \le \varepsilon$ , for  $\varepsilon$  some positive number defined at the beginning of the auctioning process, then stop.
- 2. By convergence of allocations. If, in two successive rounds of bidding, the trading post allocations to airlines are sufficiently close to one another, stop. For example, suppose airline i receives  $a_{ij}$  slots at trading post j in one round, receives  $a_{ij}$  in the next round, and  $\max_{ij} |a_{ij} a_{ij}'| \le \delta$ , for  $\delta$  some small positive integer defined at the beginning of the auctioning process, stop.
- 3. By vote. If, at any round, m% ( $m \ge 50$ ) of the bidders are satisfied with the conditional allocations, then stop.
- 4. By payment. If, after weak "convergence" by 1, 2 or 3, an airline wishes to change its bid, then it pays a fixed sum for the privilege of so doing.
- 5. By <u>price-averaging</u>. If, after several rounds of bidding have taken place, the administrator observes cyclicities in the successive trading-price vector, then the rules of price formation are changed and the conditional trading-price becomes a weighted average of past prices. For example, let  $p^1, p^2, \ldots, p^{k-1}$  be the trading post prices of the first k-1 rounds as usually determined, and  $p^k$  that of the  $k^{th}$  round as usually determined. Then the commissioner announces instead  $p^k = k$   $\sum_{j=1}^{k} \lambda_j p^j, \text{ with } \sum_{j=1}^{k} \lambda_j = 1 \text{ and } 0 \le \lambda_1 \le \lambda_2 \dots \le \lambda_k.$

6. By successive shares. Instead of seeking convergence over the entire process, one could seek it by "successive shares." Each round of bidding results in a final but partial allocation. The first round is conducted as usual: conditional trading post prices are found. The top  $q_1$ , with  $q_1 < q$ , e.g.,  $q_1 \le q/10$  of the bidders in a market with quota q are actually awarded the slots at the trading post price. The second round is conducted as usual, but with the quotas reduced to  $q - q_1$ : conditional trading prices are found and the top  $q_2$  (where  $q_1 + q_2 < q$ ) of the bidders in each market are again awarded the slots at the trading post price. And the procedure iterates, with the number of winners per round  $q_1, q_2, \ldots, q_k$  defined in advance with  $\sum q_i = q_i$  and perhaps decreasing as the rounds proceed. Convergence is assured by construction. The airlines know "where" they are at any point and react accordingly. Uniform trading post prices are lost, but the ultimate allocation should be close to an economic equilibrium.

#### 3.1 Background

The experimental testing of the Slot Exchange Auction poses a number of difficult problems as pointed out in the previous pages. Foremost among these is the need to have bidding which is related to airline network scheduling in a meaningful way. If the structure of slot interdependence, which we have repeatedly emphasized in this report, is not present in the experiment, the prices attached to slots will have no relationship to the airlines' valuation of slots. Since the real airline scheduling problem is immense and complex, there is a need for a simplified structure in the experiment. The Airline Management Game (AMG), developed and tested by Antonio Elias of M.I.T. and Flight Transportation Associates, is a vehicle for providing a simplified structure of the air transportation network. It is a combination "game" and computer simulation in which the "players" make realistic airline management decisions. These decisions are fed into a computer along with CAB air traffic data, airline operations cost parameters, and air transportation block times and distances. The computer simulation allocates the passenger demand among the competing air carrier services offered by the competing "players," which in practice are teams rather than individuals. It also prints profit and loss, balance sheets, OAG-type schedules, and network and operating statistics for the game. The "players" have a chance to read the computer output, evaluate their performance in the competitive transportation scenario and revise their decisions. After some number of iterations, the results can be regarded as final.

See See See See

The initial idea for an experiment to evaluate the effects of allocating slots by auction was as follows:

- 1. An air transportation scenario for five competing airlines would be created by Dr. Elias.
- 2. The "players" would be told the hourly quotas at three congested airports and required to bid in a Slot Exchange Auction for runway access slots at those airports. However, many rounds of bidding would be needed (held). A computer program would process the bids to determine slot prices and allocations at the three congested airports.
- 3. The AMG would be played with the slots restrictions imposed on the airlines by the auction results.
- The Slot Exchange Auction and the AMG would be repeated at least once.

In December 1979 a trial exercise of this sort was held at the Flight Transportation Luboratory at M.I.T. It was observed by Harvey Safeer and John Rodgers of the FAA, participants were drawn from the staff of ECON and the FTA, and it was conducted over approximately five days. As a result of this trial exercise it was decided to invite airline participation in early 1980 for a slot allocation evaluation exercise using the AMG and the Slot Exchange Auction. The purposes of this were to expose some representatives of the airline industry to the allocation methodology and obtain their reactions and to evaluate the approach to slot allocation, together with an alternative administrative approach. The December trial exercise involved considerable fine tuning of the AMG and Slot Exchange Auction, and as such can be regarded as a necessary developmental step in creating the procedures, forms, computer software and rules of the game for the evaluation exercise. Neither exercise permitted convergence of the Slot Exchange Auction within the resource constraints available. There was a clearly demonstrated need to have more rounds of bidding to bring the slot market into equilibrium. Results of the trial exercise are presented in summary as Appendix B.

#### 3.2 Organization

In order to evaluate two alternative methods of allocating runway access slots to air carriers at congested airports, the FAA sponsored a week-long evaluation exercise in Washington, D.C. on February 11-15, 1980. A daily schedule for this exercise was provided in advance to participants (Figure 3.1). The heart of the exercise was the Airline Management Game (AMG)--a realistic computer model which permits competing airline teams to schedule their air transportation networks, and learn the performance and financial results through simulation of the resulting traffic flows, costs, revenues, load factors, etc. There were five airline teams: Blue, Gold, Green, Red and White.

With the assistance of the Air Transport Association (ATA), management and professional staff from the airlines were invited to participate in the exercise.

Those who accepted the invitation were assigned to the five teams as follows:

AMG Team	<u>Airline</u>	<u>Participant</u>
Blue	Delta Piedmont	W. Jeffrey Rowe Bob McAlpin
Gold	Eastern USAir	Bill Pacelli Jerry Frissora
Green	United Braniff	Ian Bamber Jim Bowers
Red	American American	Brad Jensen Don Roach
White	TWA	R. J. Zablocki

In addition each airline team was assigned a professional staff member of Flight Transportation Associates who served as an experienced user of the AMG software and provided data processing capabilities to his team. Antonio Elias of M.I.T. and the FTA was the Game Administrator.

The major purposes of the evaluation exercise were:

DAY	AM/PM	ACTIVITY
MONDAY	0830-1000	BRIEFINGTHE AIRLINE MANAGEMENT GAME
FEBRUARY 11	1000-1015	BREAK
	1015-1130	BRIEFING, THE TRADING POST AUCTION
	1130-1230	LUNCH
	1230-1630	PREPARE DESIRED PERIOD 1 FLIGHT SCHEDULES
	1230-1330	OBSERVERS ONLYBRIEFINGADMINISTRATIVE ALLOCATION
	1630-1700	BRIEFING ACTIVITIESFEBRUARY 12-15
TUESDAY	0830-1200	TRADING POST AUCTION NO. 1
FEBRUARY 12	1200-1300	LUNCH
	1300-1500	PREPARE FINAL PERIOD 1 FLIGHT SCHEDULES
	1500-1700	PERIOD 1 SIMULATION
WEDNESDAY	0830-1030	PREPARE DESIRED PERIOD 2 FLIGHT SCHEDULES
FEBRUARY 13	1030-1230	TRADING POST AUCTION NO. 2
	1230-1330	LUNCH
	1330-1530	PREPARE FINAL PERIOD 2 FLIGHT SCHEDULES
	1530-1700	BRIEFINGADMINISTRATIVE ALLOCATION
		(SIMULTANEOUS PERIOD 2 SIMULATION)
THURSDAY	0830-1200	ADMINISTRATIVE ALLOCATION NO. 1
FEBRUARY 14	1200-1300	LUNCH
	1300-1500	PREPARE FINAL PERIOD 1 FLIGHT SCHEDULES
	1500-1700	PERIOD 1 SIMULATION
FRIDAY	0830-1030	PREPARE DESIRED PERIOD 2 FLIGHT SCHEDULES
FEBRUARY 15	1030-1230	ADMINISTRATIVE ALLOCATION NO. 2
	<b>1230-133</b> 0	LUNCH
	1330-1430	ADMINISTRATIVE ALLOCATION NO. 2
	1430-1530	PREPARE FINAL PERIOD 2 SCHEDULES
	1530-1700	CLOSING FORUM (SIMULTANEOUS PERIOD 2 SIMULATION)

FIGURE 3.1 EVALUATION OF RUNWAY QUOTA ALLOCATION MECHANISMS--DAILY SCHEDULE (AS REVISED FEBRUARY 7, 1980).

- 1. To test the feasibility of two slot allocation mechanisms in a fairly realistic airline scheduling environment:
  - A. The Slot Exchange Auction
  - B. The FAA Administrative Allocation
- 2. To obtain comments from the airlines on their reactions to the two allocation methods
- 3. To obtain rough estimates of the economic and air service effects of slot rationing.

The two different allocation methods were evaluated by using them to allocate slots within the context of the Airline Management Game. The first on the timetable was the Slot Exchange Auction; slots were auctioned off to the competing airline teams as described in Volume I. Two days were allowed for this part of the evaluation exercise. The second method on the evaluation timetable was the Administrative Allocation, a nonprice method developed by Ken Geisinger at the FAA. It will not be described in this report. The Slot Exchange Auction was administered in the evaluation exercise by Francis Sand. Before the application of the slot allocation method, the airline teams developed their preferred schedules without consideration of slot restrictions (quotas). After examining airport activity profiles for this base case, the game and auction administrators set hourly quotas for three of the 17 airports in the scenario. The Slot Exchange Auction followed; airline teams had to bid for their slots. They were allowed to reschedule their airlines following the auction to maximize profits in the restricted game. Only those slots which they had acquired at the auction could be utilized. A similar approach was followed in relation to the Administrative Allocation. The same starting schedules and quotas were used as for the auction; accordingly it was not necessary to repeat the initial step of unrestricted scheduling.

#### 3.3 The Airline Management Game

The Airline Management Game placed a team of players in the role of airline management responsible for airline scheduling and market, fleet and financial planning. The Game Administrator created a scenario for one or more competitive airlines by providing historical and forecast information on schedules, traffic, revenue, costs and airline finances, and a set of rules and objectives for the players. Each airline team developed period schedules, having determined appropriate route development, marketing strategies and fleet plans. The results of team decisions were then simulated in a computerized model which estimated the traffic and revenues and consequently the financial results for each airline.

During this exercise the objective of each airline team was to schedule its flights so as to maximize its short-run profits with a fixed fleet of aircraft. Market strategies open to individual airlines consisted of changes in schedules and routes. Schedules had to be feasible in terms of fleet size and slot allocations. No route authority was required because complete deregulation was assumed.

The heart of the game is a computerized traffic allocation process which determines the through and connecting passenger traffic on each segment of each flight. It is based on the complete services offered in all markets and is sensitive to:

- Differences in fares
- Differences in departure time
- Differences in flight times, including the added inconvenience of connections
- Effects of high load factors on certain flight segments.

Not used in the evaluation exercise. Fares differed by trip length, but not by discretion of the airline team.

The scenario for the evaluation exercise comprised 17 airports grouped in four major classes according to the market and traffic characteristics:

- 1. There were four major hubs: Alpha (AAA), Bravo (BBB), Charlie (CCC) and Delta (DDD). About half of the total network activity was made up of the traffic between these four major airports. Of these, the first three (AAA, BBB and CCC) were capacity restricted and the participants had to compete for slots at these airports.
- 2. There were six intermediate airports: Echo (EEE), Foxtrot (FFF), Golf (GGG), Hotel (HHH), India (III) and Juliet (JJJ). There was considerable activity between the four major airports and these six, as well as between these six airports.
- 3. The third group was comprised of six minor airports. There was significant traffic between these airports and the previous ten, but no traffic among these minor airports.
- 4. The fourth group was a single airport: X-ray (XXX). This was a special long-haul case, and there was traffic only between XXX and AAA, and XXX and BBB. There was no traffic between XXX and any other airport.

A system route map (Figure 3.2) was provided to the players.

Individual airline teams did not know exactly what the demand was in any of these markets; however, they had the existing traffic data. The game model allowed some stimulation or contraction of demand due to improvement or decrease in the level of service offered (including the case where the market is not served at all).

There were five airlines competing in this network: Blue (BL), Gold (GL), Green (GR), Red (RD) and White (WT). Each of these airlines had, during the past, a traditional pattern of service, which is reflected in the given initial schedule. Under deregulation they were free to serve any market, subject to the limitations of their available equipment. For purposes of this exercise, fares for all airlines were limited to a simple tariff of \$23.40 plus 10 cents per nautical mile (8.68 cents per statute mile).

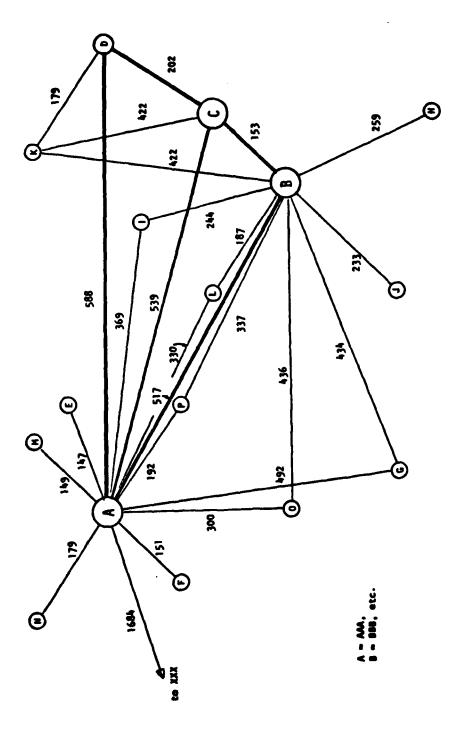


FIGURE 3.2 SYSTEM ROUTE MAP (DISTANCES IN NAUTICAL MILES)

The participants' fleets included three types of aircraft: DC9, 727 and 707.

The technical and economic characteristics of each of these aircraft are summarized in Table 3.1.\* The composition of each participant's fleet was fixed as follows:

1. Blue: ten 727s and six 707s

2. Gold: eight 727s and six DC9s

3. Green: nine 727s and six DC9s

4. Red: four 727s and three DC9s

5. White: six DC9s.

It was not necessary for a team to use all of its aircraft; however, airlines incurred some daily ownership costs for all the aircraft owned, whether they flew them or not. Table 3.2 shows the distance in nautical miles between each possible pair of airports in the system, as well as the block time required to fly that particular link. This block time includes the flight time, and the average air and ground maneuvering times, including average ATC delays. The minimum gate time for a flight's intermediate stop was 20 minutes. The minimum gate time to turn around an aircraft at the end of a flight and make it ready to start a new flight was 45 minutes.

Teams could declare on-line connections. Note that the simulated passengers only took advantage of published connections (i.e., they did not generate their own connections). Table 3.3 shows the data on each airport, including the minimum connect time (the same for all airlines) at each airport.

Interline connections were not allowed.

<sup>\*</sup>Tables 3.1 through 3.5 are presented in the Data Appendix because they are too voluminous to include in the body of the report.

Each simulation iteration simulated a six-month period of operations. Therefore, the participants were required to maximize their short-term objectives, e.g., before-tax profit.

Tables 3.4 and 3.5 contain initial schedules for each airline and associated base period traffic data and economic performance of each airline. Separate material was provided to individual airline teams on the profitability of individual flights during the base period.

### 3.4 Reference Material on Slot Auction Provided to Participants

The following pages contain the instructions on bidding in the Slot Exchange Auction. They are reproduced here exactly as given to the five airline teams prior to commencement of the exercise.

#### 1. Introduction

You are taking part in an experiment to determine the effects of runway slot auctions on airline scheduling and profitability. The FAA imposes hourly quotas on landings and takeoffs at the high density airports. At certain peak hours of the day, the airlines wish to schedule more flights at these airports than there are slots available under the FAA rules. In the experiment, we will simulate the slot restrictions, and an allocation of restricted slots will be made by means of an <u>auction</u>. A slot price will have to be paid for slots at peak hours at congested airports. The purpose of charging a price for such slots is to resolve, in an economically efficient way, the question of which airlines obtain slots when there is an insufficient supply of slots.

You will be asked to prepare bids for slots after you have completed a first cut at desired schedules without slot restrictions. The method of bidding and the determination of slot prices and allocations will be explained in detail below. After you have submitted bids for all the slots (at all quota-airports) that "interest" you, a computer program will determine an allocation and a single price for slots at each peak hour at each congested airport. The price may be nominal—this happens if the number of slots requested in all the bids for one airport at one peak hour is less than the FAA quota. The auction results are not necessarily final. You may study them and prepare new bids if you wish,

providing the auctioneer has not closed the auction market. On the first round of bidding you can be assured of another chance to bid; therefore, you will get a chance on the second round to correct "mistakes" in bidding which may arise due to unfamiliarity with this type of auction.

### 2. The Auction Procedure (Trading Post Method)

To introduce the concept of the auction we ask you to imagine that there are a number of trading posts at which slots are offered for sale--one for each peak hour at each congested airport. All these trading posts will be open simultaneously. Airlines wishing to buy one or more slots at particular trading posts prepare bids (offers to pay a specified amount of money) for these slots as follows:

		Slot Number					
Airline A		1	2	3	4	5	
Trading Post "i"	Bid (\$/opr)	150	100	100	70	0	

This means that airline A is offering to pay \$150 for one slot,\*
\$100 for each of the second and third slots and \$70 for a fourth
slot at trading post "i," at a specific hour at a specific airport.

If awarded one to four slots, it will pay the announced price which
will not exceed the bids. Suppose a slot price of \$95 is
announced. Then airline A will be awarded 3 slots at \$95--the
fourth slot, for which only \$70 was bid, is not awarded to A.

<sup>\*</sup> A slot is defined as a right to conduct one runway operation within a 60-minute period at a designated airport every day for six months. Pricing is expressed in dollars per operation. The actual payment for slots awarded will be price times 182.

- 1. Airlines prepare their bids privately.
- Airlines bid for as many slots as they wish at <u>all</u> trading post simultaneously.
- 3. When the auctioneer closes the auction at any time after the first round of bidding, the airlines must accept and pay for the slots awarded them. Slot prices will never exceed bids for slots actually awarded, and frequently will be substantially lower. The payment schedule for slots awarded may be spread out, interest-free, over the six months of slot utilization.
- 4. If more than one bid is made at the slot price, but the quota is such that not all bids at that price or higher can be awarded, then a random allocation is used to determine which among the airlines bidding the slot price are awarded slots.
- 5. At the end of each round of bidding, the slot prices and allocations are computed and all airlines are informed of the results. If this is not the last round, they may study the computer results and make any changes they wish in their bids, subject to the rules.
- 6. There is no need to resubmit unchanged bids as these are stored in computer memory. Only those bids which are to be

changed in any way need be submitted, and these must be submitted in full. Thus, if the bid was originally:

Airline A, Round 1
Trading Post "i"

Bid (\$/opr.)

Bid (\$/opr.)

Bid (\$/opr.)

Bid (\$/opr.)

Airline A, Round 1

Trading Post "i"

Bid (\$/opr.)

| Slot Number | 1 2 3 4 5 | 1 | 2 3 4 5 | 1 | 2 3 4 5 | 1 | 2 3 4 5 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3 6 | 1 | 3

7. After completion of two or more rounds of bidding, the auctioneer may determine when to close the auction. Once the auction has been closed, no further bidding for slots will be accepted. The auction will be closed if the players vote unanimously to discontinue bidding, or if the auctioneer determines that the slot allocation has "settled down" sufficiently.

#### 3. Explanation of Price Determination

The bids prepared by airlines (See Figure 1) for slots at each trading post represent, in effect, the individual demand schedules of the airlines. When all the airlines have bid, the bids are aggregated into market demand curves for slots at each trading post (See Figure 2). The FAA hourly quota causes the supply of slots to be restricted, so that a supply curve for slots is generated with zero price for slots under the quota, and a very high price\* for

<sup>\*</sup>effectively infinite

slots above the quota. Supply and demand are in balance if the price is set at the intersection of the supply and demand curves (See Figure 3). The solution technique is displayed in Figure 3 for the same example presented in Figure 1 and we see that the slot price in this example is \$65. Because these curves are step functions, and the quantity of slots muct be an integer, there is a slight ambiguity about the intersection which is resolved by taking the midpoint of the range of slot prices around the balance point of supply and demand. In other cases, the ambiguity may result in two or more marginal slots for which the same amount was bid having to be allocated randomly to airlines. For example, if A and D, had both bid \$80 for their third and fourth slots respectively, only one of these slots could have been awarded; which one would be decided by the "toss of a coin".

Ordinarily, when supply is in excess, the absence of demand pressure will allow the slot price to be zero. However, a minimum price will be announced and charged for all allocated slots. Whenever there is excess demand, however, a positive price is necessary in order to eliminate some of the demand. The price is chosen so that all airlines which bid above that price are awarded slots, all who bid below are not. In a subsequent round of bidding, the disappointed airlines have a chance to bid higher, so as to try to capture desired slots. This causes the slot price to go up so that there will be a new allocation of slots at the next round. Some airlines may find they have lost slots which were previously

## FIGURE 1. SUMMARY OF ALL AIRLINE BIDS FOR ONE TRADING POST (UNITS = \$ PER OPERATION)

SLOTS (QUOTA = 11 PER HOUR)					1		
AIRLINE	11	2	3	4	5	6	ALLOCATION
.â	100*	90*	<b>5</b> 0	0			2
В	150*	150*	150*	100*	50	0	4
c	100*	0					1
D	110*	100*	90*	80*	0		4
E	49	49					0

<sup>\*</sup>INDICATES SUCCESSFUL BID

FIGURE 2. FORMATION OF PRICE, SLOT ALLOCATION AT A TRADING POST

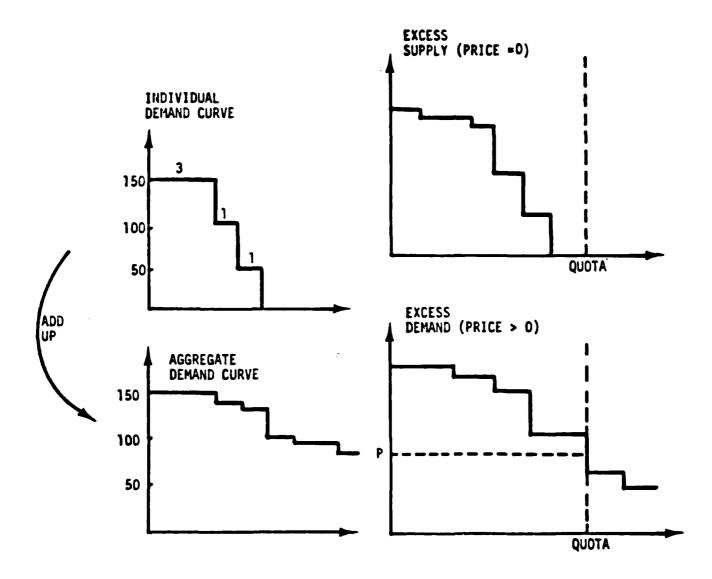
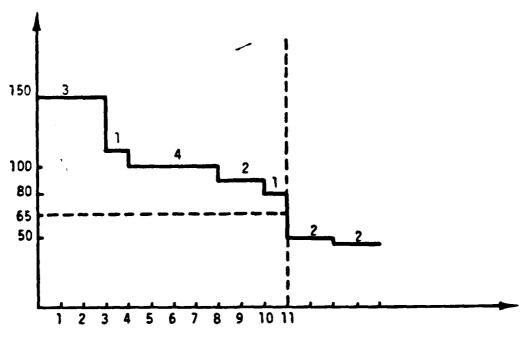


FIGURE 3. AGGREGATED DEMANDS FROM ALL AIRLINE BIDDING AT ONE TRADING POST



AGGREGATED DEMANDS FROM BIDDING AT TRADING POST

A STATE OF THE PARTY OF

## 4. Scheduling Flights After Slot Allocations To Airlines.

Following the slot auction, each airline will have received a printout containing detailed information on the slots awarded to itself, and payments required over 6 months operations for those slots. It will be the responsibility of each airline to make sure that flights scheduled subsequently are compatible with the slot allocation at capacity restricted airports. An airline awarded five slots at 9:00 a.m. at airport AAA is therefore expected to schedule no more than 5 runway operations at that airport from 9:00 a.m. to 9:59 a.m. The game administrator will also check the schedules for slot feasibility and inform airlines of any violation.

#### 4. RESULTS AND ANALYSIS

The exercise was conducted in five offices, one for each airline team, and a control center for the game administrators on the ninth floor of the FAA building at 800 Independence Avenue. The airline schedulers, the game administrators and the members of the FAA's Office of Aviation Policy who were involved all put in long hours. A large amount of learning of game procedures and sifting through scenario airline data was required of the airline schedulers. Considering this and the time pressures, the evaluation exercise was conducted reasonably close to the daily schedule and with a number of useful results.

First, the exercise showed that it was possible to operate profitably in the simulated slot-restricted environment, allowing for the new cost element when the slots were priced. Secondly, the results indicated that the airline teams were able to prepare bids and acquire a usable set of slots through the Slot Exchange Auction. Thirdly, the results showed that some of the teams were able to make even better profits within the restricted environment than they did in the base case; other teams gave up some profits to slot payments. The improvement of airline profitability in the face of increased costs due to slot pricing shows a learning effect.

Procedurally, the Slot Exchange Auction was found to work satisfactorily within the time constraints of the exercise. Due to these constraints, there was only a partial test of the equilibrium concept, and indeed many more rounds of bidding would seem to be required. The slot awards demonstrated remarkable convergence, but price convergence remains to be shown. In the previous section some alternative methods of guaranteeing termination were discussed.

#### 4.1 The Slot Exchange Auction Results

Because of the large amount of data generated by the slot allocation evaluation, this section will necessarily be selective in presenting the results. The complete body of the airline management game output and auction evaluation output will be made available on request. Table 4.1 presents the "bottom line" for each phase of the evaluation: the net earnings (after tax) of the five airline teams. In the case of the second and third lines of Table 4.1 these figures are also net of slot payments resulting from the auctions. The "industry" as a whole proved able to generate as much profit after suitable learning with an auction for slots (line 3) as it did without the auction (line 1); indeed, without any restrictions as to slot utilization. Individual teams either improved their profitability (Blue and Red) or managed to avoid serious losses (Gold, Green and White), again after suitable learning. The large loss generated by the Blue team in Period 1 is anomalous and was corrected in Period 2; it was caused by an excessively simplistic market strategy on the part of the Blue team, leading to severe drop in load factors.

The quotas were set by the game administrator and auctioneer as being:

Airport	Α	В	С
Quota	13	12	11

at the end of the base period. Tables 4.2 through 4.11 summarize the financial and performance results of the evaluation exercise. Starting with Tables 4.2 through 4.4 we find that slot prices within the first period Slot Exchange auction tend strongly upwards at the most favored peak hours, particularly at airport C which had the smallest quota. The exceptionally high slot prices at 0800 and 1600 hours at airport A (implying slot payments of respectively \$141,232 and \$128,674 per season by each airline scheduling arrivals or departures at those hours) are indicative of overbidding in the first period auction. This was corrected in the

AIRLINE							
CASE	BLUE	GOLD	GREEN	RED	WHITE	ALL	
1. BASE	-0.220	3.817	3.845	1.109	4.018	12.56	
2. PERIOD 1AUCTION**	-7.967	3.098	1.634	0.485	3.183	0.43	
3. PERIOD 2AUCTION**	1.349	3.254	3.445	1.426	3.691	13.16	
4. PERIOD 1ADMINISTRATIVE	2.020	4.282	3.849	1.656	3.892	15.69	

TABLE 4.2 SLOT PRICES AT END OF ITERATION 1.1 (DOLLARS PER OPERATION)						
		AIRPORT				
HOUR	A	В	С			
0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	0 100 200 8 8 54 79 200 29 29 200 104 129 4 1	0 7 0 0 7 8 125 8 0 38 1 4 25 125 0 0	0 7 8 50 100 38 4 8 100 100 4 54 58 8 7			

	AIRPORT				
NOUR	A	•	С		
0500	0	0	0		
0700	202				
0800	\$60	9 1	101		
0900	101 30	12	101 151		
1000 1100	78	13	121		
1200	251	201	ŏ		
1300	311	51	51		
1400	101	6	251		
1500	1 0	76	201		
1600	432	l i l	0		
1700	180	0	403		
1800	201	51	210		
1900	8	201	18		
2000	0 1	0	51		
2100 2200	0		0		

		AIRPORT	
HOUR	Α	8	C
<b>360</b> 0	0	0	0
0700	276	4	_0
0800	776	1	<b>\$</b> 8
<b>09</b> 00	209	{ <u>1</u>	209
1000	51	1 0	485
1100	0	10	, ,
1200	301	301	0
1300	351	204	209
1400	197	0	429
1500	0	201	501
1600	707	5	
1700 1800	201	351	510 458
1 <b>8</b> 00			
	8	155	51
2000		9	ļ
2100 2200	0	8	8

		AI	RPORT	
AND ROUND	A	8	С	ALL
1.1	2.709	0.760	1.093	4.562
1.2	5.809	1.332	2.909	10.050
1.3	7.261	2.671	5.826	15.758
2.1	1.051	0.646	1.269	2.966
2.2	0.582	0.535	1.922	3.039
2.3	2.432	0.937	3.934	7.303

		PERIOD	PERIOD		
AIRLINE	BASE*	1	2		
BLUE	-0.22	-2.11	3.00		
GOLD	3.82	10.14	7.23		
GREEN	3.64	7.25	7.66		
RED	1.11	2.48	3.17		
WHITE	4.02	9.07	8.20		
ALL	12.57	26.84	29.26		

	TABLE 4.7		OT PAYMENTS AF DOLLARS PER H		ING ROUND		
	PERIOD AND ROUND						
AIRLINE	1.1	1.2	1.3	2.1	2.2	2.3	
BLUE	1.843	3.574	5.971	0.921	0.641	1.778	
<b>GO</b> LD	0.158	2.079	3.047	0.843	0.959	2.410	
GREEN	1.823	2.135	3.617	0.395	0.725	2.034	
RED	0.034	0.889	1.019	0.371	0.318	0.185	
WHITE	0.703	1.372	2.104	0.436	0.397	0.886	
ALL	4.561	10.049	15.758	2.966	3.040	7.303	

	TABLE 4.8 NET EARNINGS AFTER SLOT PAYMENTS, AFTER TAXES (MILLIONS OF DOLLARS PER HALF-YEAR)							
		PERIOD						
AIRLINE	BASE	1	2					
BLUE	-0.220	-7.967	1.349					
GOLD	3.817	3.098	3.254					
GREEN	3.845	1.634	3.445					
RED	1.109	0.485	1.426					
WHITE	4.018	3.182	3.691					
ALL	12.569	0.432	13.165					

second period auction as can be seen by referring to Table 4.5. Total slot payments at the end of Round 3 of the bidding in the first period amounted to nearly \$16 million per season, which exceeded net earnings (\$12.5 million) of all five airline teams in the base period (Table 4.6). The airline teams were nevertheless able to increase net earnings in Period 1 so that, even with the high cost of slots, they managed to break even (Table 4.8).\*

There were significant reductions in slot prices and improvement in profitability during Period 2. The aggregate level of slot payments was less than half the Period 1 level after three rounds of bidding. Net earnings before taxes were up sharply and the final Period 2 profitability was actually better with slot pricing than it had been without slot pricing in the base period (Table 4.8). A learning effect on the part of the team players is clearly in evidence and explains this strange result. It is therefore very important to allow for airline learning in planning to implement a slot auction. The Slot Exchange auction is specifically designed to allow learning about slot market effects to take place without imposing real costs on the airline industry. More than three rounds of bidding would probably be required in implementation of the Slot Exchange auction to complete the information exchange between airlines that occurs through observing slot prices and slot allocation sequentially.

#### 4.2 Levels of Service

In reviewing the results of the evaluation exercise, it is necessary to recall that the five teams had complete freedom to determine which markets they would

<sup>\*</sup>As previously mentioned, the Blue team suffered severe losses in Period 1.

serve subject to the constraints of thier given equipment. Due to time pressures, not all of the participants were able to take full advantage of this freedom. Nevertheless, we do see considerable improvement over the initial schedules which were prepared by Flight Transportation Associates in Period 1. Further progress is in evidence in the Period 2 results. Undoubtedly, the fact that the airline participants were professional schedulers contributed to the improved airline schedules. That this improvement occurred in the face of slot restrictions which were not applied in the initial scheduling makes the result more striking.

#### 4.2.1 The System Responses

The operating statistics for the base period and Period 1 and Period 2 are presented in Tables 4.9 through 4.11. The OAG schedules, as printed on the computer by the Airline Management software, are presented in Table 4.12\*

(Period 1) and Table 4.13 (Period 2). Traffic data are also generated by they AMG software; these are shown in Table 4.14 (Period 1) and Table 4.15 (Period 2).

The operating statistics (Tables 4.9 through 4.11) show considerable stability. While average load factors actually improved in Period 2 for three of the airline teams and were hardly changed for the other two, there is an overall appearance of very little change in airline operating statistics if one compares Period 2 (Table 4.11) with the base period (Table 4.9). The difficulties encountered in Period 1, such as Blue's 10.8 percent drop in load factor, can all be attributed to learning. The main conclusion which we draw from the evaluation exercise is that the airlines can perform "business as usual" in the face of slot pricing and can maintain their profitability. Caution is required in extending this conclusion to the real air transportation system; in allowing the players complete freedom of choice

On account of their large bulk, Tables 4.12 through 4.15 are presented in the Data Appendix.

6) 1,407.7 887.0 1,090.1 378.8 309.7 4,01 106) 1,1655 1.200 1.278 0.500 0.493 H (MILES) 453 0.629 0.629 0.598 0.475 0.696  1.521.8 900.2 963.1 412.4 309.7 4,10 10.19 9:09 8:51 8.04 0.510  TABLE 4.10 OPERATING STATISTICSPERIOD 1  TABLE 4.11 OPERATING STATISTICSPERIOD 2  BLUE GOLD GREEN RED MHITE 1  BLUE GOLD GREEN RED MHITE 2  O.499 0.599 8:51 399.4 610.8 190.4 219.7 2.33  106) 1.399.1 913.7 1,000.1 394.8 9:52 9  H (MILES) 529 416 0.641 0.689 0.699	1	TABLE 4.9 OP	ERATING STA	OPERATING STATISTICSBASE CASE	E CASE		
1,407.7   887.0   1,090.1   378.8   309.7   4,00     (x 10 <sup>6</sup> )   1,407.7   887.0   1,090.1   1278   0.500   0.493     (x 10 <sup>6</sup> )   1.665   1.200   1.278   0.500   0.493     (HRS/DAY)   10:08   9:07   10:08   8:08   9:41   9     (HRS/DAY)   10:08   9:07   10:08   8:08   9:41   9     (HRS/DAY)   10:08   9:07   10:08   8:08   9:41   9     (x 10 <sup>6</sup> )   1,521.8   900.2   963.1   412.4   309.7   4.10     (x 10 <sup>6</sup> )   1,521.8   900.2   963.1   412.4   309.7   4.10     (x 10 <sup>6</sup> )   1,383   1.202   1.172   0.490   0.510     (x 10 <sup>6</sup> )   1.383   1.202   1.172   0.490   0.510     (x 10 <sup>6</sup> )   1,399.1   9:09   8:51   8:17   9:41   9     (x 10 <sup>6</sup> )   1,309.1   913.7   1,000.1   393.8   314.6   3.93     (x 10 <sup>6</sup> )   1,309.1   913.7   1,000.1   393.8   314.6   3.93     (x 10 <sup>6</sup> )   1.348   1.236   1.313   0.482   0.520     (HRS/DAY)   9:11   9:21   9:19   8:08   9:52   9     (HRS/DAY)   9:11   9:21   9:19   8:08   9:52   9     (HRS/DAY)   0.552   0.646   0.611   0.484   0.699     (COR)   0.599   0.611   0.484   0.699     (COR)   0.599   0.611   0.484   0.699     (COR)   0.599   0.611   0.484   0.699     (COR)   0.611   0.484   0.699   0.610   0.611   0.484   0.699     (COR)   0.611   0.646   0.611   0.484   0.699   0.699     (COR)   0.611   0.648   0.699   0.611   0.689   0.699     (COR)   0.611   0.689   0.699   0.699   0.699   0.699     (COR)   0.690   0.690   0.690   0.699   0.699   0.699   0.699     (COR)   0.690   0.690   0.690   0.690   0.699   0.699   0.699   0.690   0		BLUE	GOLD	GREEN	RED	WHITE	ALL
TABLE 4.10   FRANCIA   10:08   8:08   9:41   9	SEAT-MILES (x 10 <sup>6</sup> )	1,407.7	887.0	1,090.1	378.8	309.7	4,073.2
HES/DAY   10:08   9:07   10:08   8:08   9:41   9     HES/DAY   10:08   0.629   0.598   0.475   0.696     I,521.8   900.2   963.1   412.4   309.7   4,10     I,521.8   9.09   8:51   8:17   9:41   9     I,521.8   9.09   8:51   8:17   9:41   9     I,521.8   0.647   0.583   0.446   0.694     I,309.1   913.7   1,000.1   39.8   314.6   3,93     I,309.1   913.7   1,000.1   39.8   314.6   3,93     I,309.1   9:21   9:19   8:08   9:52   9     I,850A   9:11   9:21   9:19   8:08   9:52   9     I,850A   9:11   9:21   9:19   383   361   44     I,00A   0.552   0.646   0.611   0.484   0.699     I,0A   0.595   0.646   0.611   0.484   0.699     I,0A   0.595   0.646   0.611   0.484   0.699     I,00A   0.645   0.646   0.646   0.699     I,00A   0.646   0.646   0.646   0.646   0.646     I,00A   0.646   0.646   0.	RРМ (× 10 <sup>6</sup> )	781.6	558.0	651.7	180.0	215.5	2,386.8
10:08	ENPLANEMENTS (x 10 <sup>6</sup> )	1.665	1.200	1.278	0.500	0.493	5.137
LENGTH (MILES)   453   401   454   355   370   44     ACTOR	AVG. EQUIPMENT	10:08	6:07	10:08	8:08	9:41	9:36
TABLE 4.10   OPERATING STATISTICS-PERIOD 1   BLUE   GOLD   GREEN   RED   WHITE   VICA   MITE   MIT	AVG. STAGE LENGTH (MILES)	453	401	454	355	370	420
TABLE 4.10   OPERATING STATISTICSPER10D 1	AVG. LOAD FACTOR	0.555	0.629	0.598	0.475	969.0	0.586
(x 10 <sup>6</sup> )         BLUE         GOLD         GREEN         RED         WHITE         7           (x 10 <sup>6</sup> )         1,521.8         900.2         963.1         412.4         309.7         4,10           S (x 10 <sup>6</sup> )         1,383         1,202         1,172         0.490         0.510         2,25           FENT         10:19         9:09         8:51         8:17         9:41         9           LENGTH (MILES)         572         426         477         369         370         46           ACTOR         0.495         0.647         0.583         0.446         0.694         46           ACTOR         0.495         0.647         0.583         0.446         0.694         6.694           ACTOR         60.647         0.583         0.446         0.694         0.694         0.592           (x 10 <sup>6</sup> )         1,309.1         913.7         1,000.1         393.8         314.6         3,93           FENT         9:11         9:21         9:19         8:08         9:52         9           LENGTH (MILES)         529         416         0.691         0.691         0.691         0.691         0.691         0.691         0.691		1 1	ERATING ST	ATISTICSPE	100 1		
(x 10 <sup>6</sup> )         1,521.8         900.2         963.1         412.4         309.7         4,10           S (x 10 <sup>6</sup> )         1,521.8         900.2         561.9         183.8         215.0         2,25           S (x 10 <sup>6</sup> )         1,383         1,202         1,172         0.490         0.510         2,25           FENT         10:19         9:09         8:51         8:17         9:41         9           LENGTH (MILES)         572         426         477         369         370         46           ACTOR         0.495         0.647         0.583         0.446         0.694         46           ACTOR         0.495         0.647         0.583         0.446         0.694         6.694           ACTOR         0.495         0.647         0.583         0.446         0.694         6.694           ACTOR         0.583         0.446         0.699         3.93         3.93         3.93           ACTOR         0.590         416         610.8         190.4         219.7         2.33           ACTOR         0.599         416         0.699         383         0.446         0.699		BLUE	GOLD	GREEN	RED	WHITE	ALL
S (x 10 <sup>6</sup> )   1.383   1.202   1.172   0.490   0.510   2.25     HENT   HILES   572   426   477   369   370   46     ACTOR   C (x 10 <sup>6</sup> )   1.394   1.236   1.313   0.482   0.520     S (x 10 <sup>6</sup> )   1.309.1   913.7   1,000.1   393.8   314.6   3.93     HENT   HENSTOR   C (456   477   369   370   46   460     S (x 10 <sup>6</sup> )   1.309.1   913.7   1,000.1   393.8   314.6   3.93     HENT   HENSTOR   C (456   610.8   190.4   219.7   2.33     HENT   HENT   G (456   6.646   0.694   0.699     HENT   HENT   HILES   629   416   459   383   361   44     ACTOR   C (550   0.646   0.611   0.484   0.699     ACTOR   C (550   0.646   0.646   0.611   0.484   0.699     ACTOR   C (550   0.646   0.646   0.646   0.646   0.646   0.646     ACTOR   C (550   0.646   0.646   0.646   0.646   0.646   0.646   0.646     ACTOR   C (550   0.646	SEAT-MILES (x 10 <sup>6</sup> )	1,521.8	900.2	963.1	412.4	309.7	4,107.1
S (x 10 <sup>6</sup> )   1.383   1.202   1.172   0.490   0.510     FNT   FNT   10:19   9:09   8:51   8:17   9:41   9   LENGTH (MILES)   572   426   477   369   370   46   ACTOR   0.495   0.647   0.583   0.446   0.694     ACTOR   1.309.1   0.485   0.482   0.694     ACTOR   1.309.1   913.7   1.000.1   393.8   314.6   3.93     S (x 10 <sup>6</sup> )   1.348   1.236   1.313   0.482   0.520     FENT   (HRS/DAY)   9:11   9:21   9:19   8:08   9:52   9   LENGTH (MILES)   529   416   459   383   361   44     ACTOR   0.552   0.646   0.611   0.484   0.699     ACTOR   0.652   0.646   0.611   0.484   0.699     ACTOR   0.552   0.646   0.611   0.484   0.699     ACTOR   0.646   0.646   0.646   0.646   0.646   0.646   0.646   0.646     ACTOR   0.646   0	RPM (x 10 <sup>6</sup> )	752.5	582.5	561.9	183.8	215.0	2,295.8
HRS/DAY   10:19   9:09   8:51   8:17   9:41   9   9   1   1   1   1   1   1   1	ENPLANEMENTS (x 10 <sup>6</sup> )	1.383	1.202	1.172	0.490	0.510	4.757
LENGTH (MILES)   572   426   477   369   370   46     ACTOR	AVG. EQUIPMENT UTILIZATION (HRS/DAY)	10:19	60:6	8:51	8:17	9:41	9:21
ACTOR         0.495         0.647         0.583         0.446         0.694           (x 10 <sup>6</sup> )         TABLE 4.11         OPERATING STATISTICS.—PERIOD 2           (x 10 <sup>6</sup> )         1,309.1         913.7         1,000.1         394.8         314.6         3,93           S (x 10 <sup>6</sup> )         1,309.1         913.7         1,000.1         394.8         314.6         3,93           S (x 10 <sup>6</sup> )         1,348         1,236         1,313         0.482         0.520         9           I (HRS/DAY)         9:11         9:21         9:19         8:08         9:52         9           LENGTH (MILES)         529         416         459         383         44         0.699           ACTOR         0.552         0.646         0.611         0.484         0.699         6.699	AVG. STAGE LENGTH (MILES)	572	426	477	369	370	461
TABLE 4.11 OPERATING STATISTICS—PERIOD 2           (x 10 <sup>6</sup> )         BLUE         GOLD         GREEN         RED         WHITE         A           (x 10 <sup>6</sup> )         1,309.1         913.7         1,000.1         394.8         314.6         3,93           S (x 10 <sup>6</sup> )         1,348         1,236         1,313         0.482         0.520           ICHRS/DAY)         9:11         9:21         9:19         8:08         9:52         9           LENGTH (MILES)         529         416         459         383         361         44           ACTOR         0.552         0.646         0.611         0.484         0.699         6699	AVG. LOAD FACTOR	0.495	0.647	0.583	0.446	0.69	0.559
(x 10 <sup>5</sup> )         1,309.1         913.7         1,000.1         393.8         314.6         3,93           S (x 10 <sup>5</sup> )         1,309.1         913.7         1,000.1         393.8         314.6         3,93           S (x 10 <sup>5</sup> )         1,348         1,236         1,313         0,482         0,520           I (HRS/DAY)         9:11         9:21         9:19         8:08         9:52         9           LENGTH (MILES)         529         416         459         383         361         44           ACTOR         0.552         0.646         0.611         0,484         0.699	1		PERATING ST	ATISTICSPE	100 2		
(x 10 <sup>6</sup> )     1,309.1     913.7     1,000.1     393.8     314.6     3,93       722.9     590.4     610.8     190.4     219.7     2,33       FNT     1.348     1.236     1.313     0.482     0.520       I (HRS/DAY)     9:11     9:21     9:19     8:08     9:52       LENGTH (MILES)     529     416     459     383     361     44       ACTOR     0.552     0.646     0.611     0.484     0.699		BLUE	0,109	GREEN	RED	WHITE	ALL
S (x 10 <sup>6</sup> ) 1.348 1.236 1.313 0.482 0.520 ENT   (HRS/DAY) 9:11 9:21 9:19 8:08 9:52 9:10 416 459 383 361 44 ACTOR 0.552 0.646 0.611 0.484 0.699	SEAT-MILES (x 10 <sup>6</sup> )	1,309.1	913.7	1,000.1	393.8	314.6	3,931.3
S (x 10 <sup>6</sup> )     1.348     1.236     1.313     0.482     0.520       ENT     9:11     9:21     9:19     8:08     9:52     9       LENGTH (MILES)     529     416     459     383     361     44       ACTOR     0.552     0.646     0.611     0.484     0.699	RРМ (× 10 <sup>6</sup> )	722.9	590.4	610.8	190.4	219.7	2,334.3
LES) 529 416 459 383 361 44 0.699	ENPLANEMENTS (x 10 <sup>6</sup> )	1.348	1.236	1.313	0.482	0.520	4.899
LES) 529 416 459 383 361 44 0.699	AVG. EQUIPMENT UTILIZATION (HRS/DAY)	9:11	9:21	9:19	8:08	9:52	9:12
0.552 0.646 0.611 0.484 0.699	AVG. STAGE LENGTH (MILES)	529	416	459	383	361	443
	AVG. LOAD FACTOR	0.552	0.646	0.611	0.484	0.699	0.594

with regard to routes and market strategies we have undoubtedly exaggerated the extent to which airlines would change their network in response to slot pricing and allocation.

One advantage of the real situation is that over several six-month periods the equilibrium of slot supply and demand may be easier to obtain due to the inherent stability of the air transport system over time. The existence of previous prices and slot allocations will speed up the convergence of the Slot Exchange auction. In the exercises there was no such history of prices to guide the players and the equilibrium was accordingly harder to obtain.

#### 4.2.2 Service to Small Communities

The six minor airports in the evaluation exercise were KKK, LLL, MMM, NNN, OOO and PPP. Together, they had only 5.75 percent of all traffic (passengers enplaned per day) in the base case and each individual market involving a small community had less than 1 percent of all traffic. In contrast, the AAA-CCC market claimed 8.59 percent of passenger traffic. It should be noted that the simulated demand for air service did not allow for any traffic among these six airports. After the Period 1 auction, the rescheduled network showed an overall drop of 49 percent in these small markets (Table 4.16). Service to and from airports OOO and PPP was dropped entirely. Only KKK, of the six minor airports, did not lose significantly. Following the Period 2 auction, some of the small community service was restored—mostly for MMM and NNN. Two airports, OOO and PPP, still had no service. This remained true after the Administrative Allocation even though overall traffic from the six small airports was slightly up (Table 4.16) relative to the Period 2 auction.

TABLE	4.16 SMALL	COMMUNITIES A	/ERAGE ENPLANEM	IENTS/DAY
		PER	RIOD	
AIRPORT	BASE	1	2	AA
KKK LLL MMM NNN OOO PPP	500.2 255.2 231.8 273.8 94.5 172.6	469.6 78.8 69.8 156.7 	470.2 96.8 219.9 279.8 	536.2 98.2 219.8 278.4 
TOTAL	1,528.1	774.9	1,066.7	1,132.6
REL. CHANGE COMPARED WITH BASE	l	-49.3%	-30.2%	-25.9%

#### 4.3 The Slot Exchange (Aftermarket)

The aftermarket was organized as an openbook exchange. The players could bring written offers to buy or sell specific (time-of-day) slots at specific capacity-restricted airports (AAA, BBB or CCC) to the exchange. These offers were posted immediately on a blackboard. The forms for making such offers (to sell) or bids (to buy) are shown in Figures 4.1 and 4.2. The aftermarket administrator attempted to match sells with buys at each airport and time of day. Those slots which had not been purchased in the Slot Exchange Auction (unclaimed slots) were offered on a first come-first served basis at a nominal price of one dollar. Buyers of unclaimed slots were limited to four slots per team each 15 minutes so long as the exchange remained open and the desired slots were still available.

The activity on the exchange was not extensive. Far more offers to sell slots occurred than bids to buy slots, and the number of transactions, other than

## AIRLINE:

THIS IS A FORM FOR AN AIRLINE TO SUBMIT BIDS TO  $\underline{\text{BUY}}$  SLOTS ON THE AFTERMARKET.

			SLOTS	REQUIRED	)	
HOUR	1	2	3	4	5	6
		····				
				,		
_					<del></del>	
					-	
			•		•	
	HOUR	HOUR 1	HOUR 1 2	HOUR 1 2 3	HOUR 1 2 3 4	

FIGURE 4.1 AFTERMARKET FORM A--BUY

### AIRLINE:

THIS IS A FORM FOR AN AIRLINE TO OFFER TO SELL SLOTS WHICH IT HOLDS ON THE AFTERMARKET.

# SLOTS OFFERED 5 1 2 3 4 6 **AIRPORT** HOUR

FIGURE 4.2 AFTERMARKET FORM B--SELL

TABLE 4.17 AFTERMARKET ACTIONPERIOD 1					
TRANSACTION	AIRPORT	TIME	BUYER*	SELLER*	PRICE** (\$/OPR.)
1 2 3 4 5 6 7 8 9	CCC	21 21	BL BL		1
3	CCC	21	BL		1 1
4	CCC	21	BL		1
5	AAA	15	GL		1
b 7	BBB CCC	17 12	GL GL		1
, 8	AAA	11	WT		i
9	888	10	WT		1
10	CCC	7	WT		1
11 12	AAA AAA	18 6	WT GR		1 1
13	AAA	11	GR GR		1
14	BBB	17	GR		ī
15	CCC	12	GL		1
16	AAA	6	GR		1
17 18	000 000	11 11	RD RD		1
19	CCC	16	RD		i
20	CCC	16	RD		1
21	CCC	8	GL	BL	116
22 23	CCC AAA	13 14	GL GL	BL WT	418 394
23 24	BBB	14	GL GL	PT (	1
25	AAA	20	ĞL		ī
· 26	AAA	15	GL		1
27	AAA	22	BL		1 1
28 29	888 888	21 21	BL BL		1
30	CCC	19	RD	WT	102
31	CCC	20	GL		1
32	AAA	10	GL	BL	158
33 34	AAA BBB	19 20	RD GL	WT	50 1
35	888	11	GL		i
36	CCC	21	RD		1
37	BBB	22	RD		1
38 <b>39</b>	AAA BBB	6 10	RD RD	WT	1 50
37	000	10	NO.		30

<sup>\*</sup>TEAMS IDENTIFIED BY TWO-LETTER CODE ARE: BL=BLUE, GL=GOLD, GR=GREEN, RD=RED, WT=WHITE.

<sup>\*\*</sup> A ONE-DOLLAR PRICE WITH NO SELLER IDENTIFICATION DENOTES A PURCHASE OF AN UNCLAIMED SLOT FROM THE SLOT AUTHORITY.

TABLE 4.18 AFTERMARKET ACTIONPERIOD 2					
TRANSACTION	AIRPORT	TIME	BUYER*	SELLER*	PRICE** (\$/OPR.)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	CCC CCC AAA AAA BBB AAA CCC AAA AAA AAA	17 15 7 14 15 10 12 14 12 12 18 8 8 12 11 12 11 12 10 22	RD GL GR WT TR GL L GR DRD RD R	BL GL WT GL BL WT	1 1 1 1 1 300 150 1 1 1 1 75 50 150 250

<sup>\*</sup>TEAMS IDENTIFIED BY TWO-LETTER CODE ARE: BL=BLUE, GL=GOLD, GR=GREEN, RD=RED, WT=WHITE.

TABLE 4.19 SLOT PAYMENTS IN AUCTION AND AFTERMARKET (\$ PER DAY)						
PERIOD 1			PERIOD 2			
AIRLINE	AUCTION TOTAL	PURCHASES	SALES	AUCTION TOTAL	PURCHASES	SALES
BL GL GR RD WT	32,806 16,742 19,875 5,601 11,559	7 1,096 4 209 4	692 0 0 0 596	9,823 13,241 11,177 1,020 4,866	0 7 201 527 302	350 350 0 0 325

<sup>\*\*</sup> A ONE-DOLLAR PRICE WITH NO SELLER IDENTIFICATION DENOTES A PURCHASE OF AN UNCLAIMED SLOT FROM THE SLOT AUTHORITY.

the \$1.00 purchases, fell short of the number of offers by an order of magnitude (Tables 4.17 and 4.18). The total slot payments by all teams for exchange activities are shown in Table 4.19, also indicating the small volume of activity when compared with the total auction slot payments.

The airlines apparently did not behave speculatively in the slot auction and exchange, but many auction acquisitions were in excess of slot requirements as evidenced by the pressure to sell in the exchange. Some airline players informed us that they were attempting to buy "insurance" slots for important flights—slots at adjacent hours in the same airport. This may account for the excess supply in the exchange.

In a real exchange there undoubtedly would be more activity because of the six months duration of each period in real time compared with approximately two hours in simulated time. Furthermore the changing environment in the real air transportation system might necessitate slot exchanges and the pricing of such slots might not be an important consideration to the airlines. Naturally, this would change if any tendency towards speculation in slots developed.

#### 5. COMMENTS BY THE AIRLINES

Those airlines which sent participants to the Evaluation Exercise in Washington, February 11-15, 1980, were invited to comment in writing. During March 1980 the participants were mailed a document of game results and ECON's and the FAA's brief analyses of these results.<sup>2</sup> They were asked to respond promptly to the following questions.\*

- 1. Which method did you prefer--the Trading Post Auction or the Administrative Allocation? Why?
- 2. In each of the two methods did you significantly alter your airline marketing approach as a result of the slot allocation? If so, in what way?
- 3. Do you consider the two methods to be fair? If not, in what way are they unfair?
- 4. Were you able to handle the total information flow comfortably in the time available in each method? Was more time required (a) for rescheduling, (b) for bidding, and/or (c) for submitting preference plans in the Administrative method?
- 5. Was the evaluation exercise sufficiently realistic to allow conclusions to be drawn from the real world? If not, how would you make it more realistic?
- 6. Assuming one had to implement one of the two alternative allocation methods, what changes would you recommend in each method to make it more practical?

Their responses are reproduced here in facsimile; they speak for themselves and hence we shall not discuss them other than to state that the factual errors which W. Jeffrey Rowe points out were corrected in this report.

- American Airlines Donald F. Roach and R. Bradley Jensen
- Delta Airlines W. Jeffrey Rowe
- Eastern Airlines W. H. Pacelli

<sup>\*</sup>Note that "Trading Post Auction" was the term then in use for the Slot Exchange Auction.

- Piedmont Airlines R. L. McAlphin and R. L. James
- Trans World Airlines R. J. Zablocki
- USAir Jerry A. Frissora

# **American Airlines**

April 2, 1980

Mr. John M. Rodgers Acting Chief, Economic Analysis Branch Federal Aviation Administration 800 Independence Avenue, S. W. Washington, D. C. 20591

Dear Mr. Rodgers:

an evaluation of the slot allocation exercise conducted during the week of February 11 at the FAA (the "Evaluation"). This allocation exercise explored two methods of allocating airport slots: an auction system and an administrative allocation system. On January 15, 1980, American submitted detailed comments on the auction system proposed by the Polinomics Research Laboratories. The general principles addressed in those comments apply as well to the present Evaluation. We have the following additional comments in connection with the two systems analyzed in the Evaluation:

I. BOTH THE AUCTION SYSTEM AND THE AD-MINISTRATIVE ALLOCATION SYSTEM WERE BASED ON TWO INVALID PREMISES.

The Evaluation concluded that the airline teams were able to show considerable profit improvement under both the auction system and the administrative allocation system, and implies that this improvement was due to the institution of slot allocation. However, the mock airlines that the exercise participants were asked to manage were initially

operating at very low capacity utilization. The participants were able to dramatically increase the efficiency of the mock airlines simply by streamlining aircraft utilization and scheduling. The institution of the allocation methods clearly had nothing to do with the increased profits.

The Evaluation was cognizant of the problem\*, but failed to recognize the degree to which the problem affected the results. The impact of this fundamental deficiency on the overall conclusion regarding the two allocation methods cannot be lightly swept aside. Under both methods, the improvements in profitability were clearly a function of common sense resource allocation, not the institution of allocation systems.\*\* In the real world, airlines already operate at very high efficiency levels. It is simply not realistic to expect that an auction system would generate enough of an increase in efficiency to offset the cost of slot payments.

The second invalid premise of the auction and the

<sup>\*</sup> Evaluation, pp. 16, 40.

<sup>\*\*</sup> For example, the first action the red team took in response to the slot limitations imposed was to cancel the flights which were making the least profit. Because the profits were calculated using variable cost (i.e. direct operating and passenger related costs, but no depreciation and amortization) naturally the rate of return would go up. In the real world, however, the cost of aircraft ownership cannot be disregarded.

administrative allocation systems is that they both assume that airlines have complete flexibility to alter schedules at will. This is obviously not the case. A schedule change at one airport has a ripple effect which would impact all of the subsequent segments served by the affected flight. Furthermore, passengers have come to rely on, for example, American's 6:00 p.m. flight from LaGuardia to O'Hare. Airlines are therefore not free to capriciously revamp their schedules in order to accommodate a particular allocation method. Safeguards must be built into the system to avoid inconvenience to the traveling public.

# II. THE AUCTION SYSTEM FAILED TO PRODUCE AN EQUILIBRIUM.

From an economic efficiency point of view, the auction was suppose to produce a supply/demand equilibrium that would accurately reflect the value of a given slot. However, in the auction that was conducted there was no convergence of the supply and demand curves to an equilibrium point. This appears to have been caused by the amount of uncertainty and speculation involved in the bidding process. Because the slots won in a given round of the auction were not guaranteed to the next round, it was usually necessary to increase the bid for a slot already won in a previous round. In subsequent rounds, it sometimes became prudent to drop a slot that

had been won in a previous round. Speculation and lack of convergence put an artificial upward pressure on prices. But since the auction was terminated after only three rounds, it was not possible for slot prices to reach a true supply/demand equilibrium.

## III. THE ADMINISTRATIVE ALLOCATION METHOD SIMPLY DID NOT WORK.

The administrative allocation procedure was a twostep process where each carrier was awarded a specific number of slots according to an entitlement formula, and then slot assignments were made by a computer after each carrier had submitted a number of alternative plans specifying the hour by hour utilization of its awarded slots.

Both steps in this process are flawed. First, the weights in the entitlement formula were very arbitrary and cannot be shown to favor all carriers equally at all airports. As a result of this, carriers would end up tailoring their schedules to serve the entitlement formula, rather than to serve passenger convenience. For example, some carriers may run through plane service at a particular airport while others make turnarounds. In order to maximize the number of slots to which they would be entitled under the formula, carriers operating through plane service would find it beneficial to publish all of their multi-stop service as

connections in order to achieve the greatest number of enplanements. This would create unnecessary passenger inconvenience. Moreover, it is doubtful that the interested parties would ever be able to agree on fair definitions and
weightings in the entitlement formula.

The most significant drawback of the administrative allocation procedure is that the computer program employed to find the solution did not, in fact, find the solution. The carriers were asked to submit a number of different scheduling alternatives which, as discussed above, they simply do not have the flexibility to do. Nevertheless, the computer program could not find a suitable hour by hour allocation to meet the carriers' needs. Since the computer was able only to make a partial allocation, it was necessary to get all the team players into a large room with the slot requests posted on a board and then solicit volunteers for sliding. This is precisely what the scheduling committee already does.

The failure of the computer program to find a muitable allocation for all carriers is a function of the inability of the system to focus on specific problem areas. In practice, the slot allocation problem is really a peculiar combination of events occurring at specific times. It is unrealistic to expect the computer to arrive at an acceptable solution merely by presenting it with a myriad of random slot

plans. This approach did not work during the FAA exercise and it will not work in the real world. Specific individual adjustments to resolve specific problem areas are always going to be necessary.

#### IV. A SUPERIOR ALTERNATIVE TO THE CURRENT SCHEDUL-ING COMMITTEE SYSTEM HAS STILL NOT BEEN FOUND.

In its January 15, 1980 comments to the FAA and the CAB in connection with the Polinomics study, American set forth several reasons why the current committee system should be maintained in the absence of a superior alternative. Neither of the approaches explored in the February 11 FAA exercises proved to be superior. The committee system permits intelligent interaction on specific problem areas without going back to square one each time. This is the essence of the committee system and it is why the committee system works. Neither the auction system nor the administrative allocation system has been demonstrated to more equitably or efficiently accomplish what the committee system already accomplishes.

#### V. RECOMMENDATIONS

In its Polinomics study comments to the FAA and the CAB, American set forth several considerations regarding an auction-type system. These included recommendations that all slots should be auctioned (including general aviation and

small cities slots), that slot auctions should cover a sixmonth period and be held six months ahead of time, and that an open, multi-step auction process would be preferable. Any auction system that may ultimately be adopted must take into account these basic considerations.

Clearly, the two systems explored during the Pebruary 11 FAA exercises did not meet the desired objectives. Neither exercise can be considered to have tested the respective systems sufficiently for application to the real In fact, the only concrete conclusion that can be drawn is that neither system worked. It is again urged that current scheduling committees be maintained in order to avoid disruption of a process that effectively offers the traveling public the convenience it requires.

Very truly yours,

Donald

Manager - Scheduling Systems

Development

Manager - Sch

COMMENTS OF W. JEFFREY ROWE ON FAA SLOT ALLOCATION EVALUATION

W. Jeffrey Rowe Analyst - Economic Research Department 973 Delta Air Lines, Inc. Hartsfield Atlanta International Atlanta, Georgia 30320

#### GENERAL COMMENTS

The FAA is to be commended for its bold venture into assessment of policy options by computer simulation techniques. In my opinion, this type of analysis can offer valuable insight and a broader understanding of what proposed changes in the national air transportation system will accomplish. Nevertheless, this simulation exercise was flawed, as any such initial effort is bound to be. These flaws are detailed in the sections that follow, particularly section 5. My conclusion is that the defects in the exercise preclude using it to compare the two allocation methods with each other or with the scheduling committee method.

The simulation model is an extremely versatile tool and should not be abandoned in these ground-breaking difficulties. Another simulation exercise with airline participants (not necessarily the same ones) should be conducted, with some changes in the scenario (see section 5). Slot allocation should be simulated using (a) the scheduling committee, to establish a realistic baseline case, (b) common-price and discriminative-price auctions, and (c) a refined administrative allocation method. Each method should be simulated for several periods to allow schedules to reach an equilibrium and to minimize the chances of anomalous events appearing in the results. The time required for this additional study would be on the order of several weeks, and would therefore preclude attendance by airline participants in Washington. However, interaction between the participants and administrators could be accomplished via the same telephone line computer peripherals that afford the participants access to the simulation model.

#### 1. PREFERRED ALLOCATION METHOD

The administrative allocation procedure exerted less pressure on the Blue team than the slot auction. This resulted from Blue having already developed a schedule during the period 2 auction which (a) met the slot quotas, and (b) produced Blue's largest pretax earnings during the exercise (before slot payments) - \$4.73 million. With this information in hand when the administrative allocation began, Blue felt that developing another slot-constrained schedule from the baseline schedule would be wasted effort in terms of the maximum-profit goal.

Blue's decision to implement its period 2 auction schedule in the administrative allocation simulation had a profound effect on the allocation process for all five airlines. For airport AAA, where Blue had used 83 slots in the baseline schedule, Blue requested only 61; this contraction by itself would have been enough to reduce the baseline (uncontrolled) movements in restricted hours from 213 to 191, below the daily quota of 195. Requests totaled only 176, or 19 less than the quota. Obviously the only challenge to meeting the slot quota at AAA was to arrange a few slides, and this was done quickly. The same comments apply to BBB, where the daily quota (180) exceeded requests (164) by 16 slots.

Airport CCC was more difficult to resolve because it was the only case where requests (167) were at the quota level (165). A fairly complex series of slides, coupled with a few outright reductions, was necessary to resolve CCC. These maneuvers were accomplished in short order by the teams in a scheduling committee-type meeting; yet the computerized assignment procedure might have continued indefinitely without any resolution.

As this discussion indicates, my preference for the administrative allocation method is qualified and is based upon circumstances in the exercise which would not parallel any real situation. In my opinion, although the exercise utilized a sophisticated simulation model capable of closely approximating reality, for various reasons (detailed in sections 4 and 5) the results of the exercise are not an adequate basis for selecting one allocation method over the other, or over the scheduling committee method.

#### 2. MARKETING APPROACH UNDER SLOT CONSTRAINTS

The Blue team approach to market entry/exit and schedule adjustments on Blue's existing system was oriented toward maximizing profits under both methods of slot allocation, as well as in the initial simulation period when no slot constraints were imposed. Blue felt no need to pursue other goals as a result of either slot allocation method, and in fact would not have had the time to do so in any case (see section 4).

The fairness of any slot allocation scheme to a given airline will depend on the particular viewpoint of that airline. Imposing a slot auction at a given airport might be less fair to an established carrier with extensive operations and connecting complexes at that airport, than it would be to a new carrier whose schedules are more flexible and can, if slot payments are too burdensome, shift its operations elsewhere. Conversely, imposing the administrative allocation on carriers with similar situations at the same airport might favor the larger carrier, which would get many slots based on its extensive pattern of service and large volume of connecting enplanements/deplanements, while the entrant would get just four slots. This is an important question, but it cannot be answered without some agreement as to what constitutes a fair slot allocation method. Such an agreement should balance the interests of passengers, shippers, airport authorities, local governments, air carriers, and other affected parties; given the broad constituencies involved, Congress might be an appropriate forum for this debate.

#### 4. TIME CONSTRAINTS IN THE EXERCISE

In my opinion, there was not enough time to analyze the available information and develop plans of action based on it during any phase of the exercise. The Blue team neglected to reschedule many flights which our printouts identified as relatively unprofitable simply because time ran out. Likewise, we could have developed a more sophisticated bidding strategy had time allowed, particularly in the period 2 auction after we had the benefit of some bidding experience. I doubt that we would have acted differently given more time to prepare plans in the administrative allocation, since our plans simply represented various slides from a schedule we knew would be profitable (see section 1), and slides were the only changes we made to achieve resolution. However, had the quotas actually been such a serious constraint on operations in the administrative allocation that major rescheduling was required, we would have needed much more time. Lack of time to respond to all available information was one factor limiting the realism of the exercise (see section 5).

#### 5. REALISM OF THE EXERCISE

This exercise was a pioneering effort in its use of computer simulation techniques to explore the effects of alternative policies on the national air transportation system; it proved that such simulations can serve as a tool in policy assessment. As might be expected in such a first-time endeavor, several features of the simulation scenario prevented the exercise from effectively approximating reality. Most serious was the quick transition from a route-regulated system having no slot constraints (the "initial state" at the beginning of the exercise) to a completely deregulated route environment with slot controls at the three busiest airports and an auction allocation system. 1/

1/ The "initial state" of the system given to the participants in the FAA exercise was created in December, 1979, at MIT by faculty and students at the Flight Transportation Laboratory (FTL). According to Dennis Mathaisel of FTL, the airline route structures created at MIT reflected the dictates of a central authority requiring the smaller lines to serve the smaller cities and limiting competition in large markets.

Only one rescheduling attempt was allowed the teams between these two states, corresponding to a six-month period. The results of this rescheduling (the "base state" in the FAA description) certainly did not represent an equilibrium state under route deregulation, nor did this state reflect any airport congestion problems, slot constraints, or other access problems. In reality, of course, slot controls have existed for more than a decade and domestic route deregulation has been proceeding apace for the past 18 months. In order to simulate the process of route deregulation under slot constraints, the exercise should have allowed for several rounds of scheduling, with slot allocation by scheduling committee, before alternative slot allocation methods were evaluated.

Another major oversight in the simulation was the lack of alternative airports at the slot-controlled cities. In reality, the three cities with slot-controlled airports can be accessed through other airports which are not slot-controlled (Chicago-Midway; New York-Newark; Washington-Dulles/BWI). The simulated network should have included such airports.

Lesser defects of the simulation were the omission of pricing freedom and the absence of transitional market entry/exit costs. In reality, airlines incur large costs to shift resources (personnel, facilities, ground equipment, advertising, etc.) from their existing system to new markets; in the model no such costs were assessed. For example, in the first scheduling attempt airline White (the smallest of the five airlines, flying only DC-9's) was able to raise its after-tax profits from \$320,179 to \$4,018,298 by entering thirteen markets, dropping three, and increasing daily nonstop flights from 35 to 50. One of the markets entered by White was the 1938-mile AAA-XXX market, where White competed with three other airlines flying 727's and 707's. In reality, such an ambitious expansion program by such a small carrier would not generate a 1,255 percent increase in net income in the first six months, as White did in the exercise.

To generate valid predictions of the impact of various slot allocation methods on a deregulated air transportation system, the scenario should have allowed complete, or at least some, pricing freedom. In fact, it allowed none. The teams were not able to set fares so as to exploit the differences in their segment costs dictated by differing aircraft types and network characteristics. This omission is particularly serious when considering the results of the slot auction simulations, when carriers with pricing freedom would have had the option of either increasing fares in markets involving the slot-controlled airports or, by not raising fares, cross-subsidizing the slot payments with profits from other routes.

Other problems with extrapolating the results of the slot auction simulation to a real slot auction arise when one considers that no real slot auction has yet been conducted or even proposed in detail.

In the Polinomics study, an auction is described in which carriers proposing to serve small communities from a slot-controlled airport would participate in a separate auction process, bidding among themselves for slots reserved exclusively to them. 2/ Congress' historical concern for and sensitivity to small community service suggest that some such mechanism could be part of a real slot auction procedure. Since no special treatment for small communities was incorporated in the simulation scenario (in fact, service disappeared completely from two small cities in the network), the results have no bearing on an auction process which does allow for such preferred treatment. Obviously, if some slots were removed from the general auction at a given level of demand, slot prices would go up.

Perhaps the most critical feature of a real slot auction system would be the distribution of slot revenues. Logically, the money should be used to expand capacity at the congested airport, allowing higher quotas, lower slot payments, and lower costs to the airlines. This effect could be noticeable within the sixmonth simulation period for some airports, and the results of a simulation including this feature would be valuable. If, on the other hand, one assumes there will be no relief from quotas associated with slot payments, the simulation scenario should allow for fare differentials (as suggested above) which would discourage traffic using the slot-controlled airports. In either case, more than two simulation periods under the auction allocation system would be needed to fully explore its effects.

As noted above (see section 1) the administrative allocation procedure, as simulated, acted to assign requests for 507 slots at the three controlled airports when 540 were available. Realism requires that the number of desired slots be higher than the quota by five to ten percent or more, as is now the case at Washington National Airport.

In addition, a realistic simulation of administrative allocation would include some new entrants and carriers providing essential air service to reduce the slots available to established carriers. As is the case for auction allocation, several simulation periods would be necessary to explore the major effects of administrative allocation on the air transportation system.

2/ D. Grether, M. Isaac, C. Plott, Alternative Methods of Allocating Airport Slots, section VI, at 12-14 (prepared by Polinomics Research Laboratories, Inc. for U.S. Civil Aeronautics Board, August, 1979). In summary, the task of applying the MIT simulation tool to analyze the effects of alternative slot allocation methods is neither a success nor a failure; it is simply not finished. Simulation iterations, incorporating the variations mentioned herein must be undertaken before conclusions can be drawn from the exercise and applied to reality. To avoid the logistical problems and expense involved with convening a subsequent longer session in Washington, the participants could access a central computer by telephone lines from their home offices; they could then assimilate the exercise into their c her activities. This would require more time for coordination in each phase of the exercise due to the geographical separation of the participants and administrators, but in my opinion this additional time would allow more thoughtful decisions by the participants and, therefore, a more realistic simulation (see section 4).

#### 6. SUGGESTIONS FOR CHANGING THE ALLOCATION METHODS

The auction allocation method as it was simulated seems entirely practical. The question is whether the results it produces are the results that would be desired of a real auction allocation method. As noted in section 3, no definition of desirable results exists. A number of features that might be incorporated into an auction, but were not part of the exercise, are discussed above in section 5. Other possibilities include allowing retraction of bids, with the slots released to be sold on the aftermarket, and accepting successful bids at the bid price (discriminative price auction) rather than at the "common price". All of these variations should be studied further with definite performance criteria (in terms of passenger/shipper service, prices to consumers, costs to airlines, ease of entry, small community service, etc.) in mind.

The administrative allocation method, on the other hand, must be refined before it can be implemented. The exercise revealed that the computerized matching of plans (the assignment phase) may never result in a combination that satisfies the hourly quota. Once the daily allocations for each carrier are determined, the most effective procedure would be to convene a scheduling committee to arrange slides so that the hourly quota is met. If no face-to-face contact between carriers is permitted, then FAA will have to engage in a tedious process of soliciting plans, finding problem hours, and soliciting more plans to reduce operations in the problem hours, unless a better idea surfaces. Again, variations in the administrative allocation method should be studied in additional iterations of the simulation exercise, with performance measured against definite criteria.

#### ERRATA

The FAA description of the exercise contains some factual errors which should be corrected before the description is translated into a final report.

Page 1 - W. Jeffrey Rowe attended the exercise for Delta and participated on the Blue Team, not Ted Maples.

Page 18 - The figures presented in Table 3.4 as net earnings before taxes or slot payments for the period 2 slot auction simulation are actually net earnings before taxes for the administrative allocation.

Page 21 - The operating statistics presented in Table 3.7C for the period 2 slot auction actually correspond to the administrative allocation.



March 24, 1980

Mr. John M. Rodgers Acting Chief, Economic Analysis Branch Department of Transportation Federal Aviation Administration Washington, D. C. 20591

Dear John:

Attached are my comments on the Draft Evaluation of the slot allocation test conducted during the week of February 11.

It is my understanding that the test focused on three main issues:

- 1. The practicality of two alternatives to the Schedule Committee process for slot allocation.
- 2. The impact of those alternatives on carriers' financial performance.
- 3. The impact on service to individual communities.

I believe the test uncovered specific implementation problems associated with each of the two methods. These are detailed in the attached. However, the results do not permit a valid evaluation of the impact of either method on carrier profitability or service levels by city-pair.

Since the participants were unfamiliar at the outset with their own networks and with the decision rules built into the MIT model, you would expect financial performance to improve with each iteration. That reflects both the learning process and a trend towards competitive equilibrium.

Mr. John M. Rogers

March 24, 1980

Therefore, the fact that profits did not deteriorate under the slot allocation methods tested does not suggest the absence of a significant economic penalty. Instead, I would conclude that the learning curve effect offset the cost of slot allocations.

Moreover, because of the limited time available to properly analyze the data and schedule alternatives, resource allocation decisions did not necessarily reflect the economics of service in specific city-pairs. In fact, a post-test review of the data suggests significant changes to service patterns. This is discussed further in the attached.

Therefore, I would urge that any definitive conclusions be limited in scope to the implementation issues. Clearly, additional work has to be done to determine the effect of the slot allocation alternatives on carrier financial performance and on service patterns.

Sincerely,

W. H. Pacelli Specialist

Planning

Attachment

#### SLOT ALLOCATION EVALUATION TEST

Response to Questions on Page 41 of Draft Report

1. The two methods are based on different criteria. The Trading Post Auction gives priority to profit/revenue per flight and therefore longer haul flights. The Administrative method is based on passengers carried and airports served regardless of length of haul. In effect, that is a policy question, which I cannot address in these comments. Instead, I will focus on the practical implementation issues.

The test suggested serious problems with the Trading Post Auction in achieving the hour-by-hour adjustments needed to fully utilize the slots available. Indicative of this problem are slot prices of over \$700 in one hour while some slots in an adjacent hour were unused.

In addition, slot prices tended to be above those which one might expect based on economic theory. The upward pressure on slots was caused by (1) a basic tendency to protect existing operations, regardless of cost, (2) the uncertainty of slots in any given hour, resulting in bids for unneeded slots in adjacent hours, and (3) uncertainty about the real value of a slot, both to the individual airline and to competitors.

The Administrative allocation approach did provide more stability and generally was easier to work with. However, its utility was limited in the hour-by-hour assignment in that so many submissions of differing plans were necessary for a "computer solution." This would suggest some type of schedule committee to finalize hour-by-hour assignments.

2. We did not alter our marketing approach, but, had we had time to more fully evaluate the effect of slot reductions and price, we undoubtedly would have.

Had financial information been presented by segment and operating profit show rather than contribution, the resulting aircraft deployment would have been much different. For example, the revenue generated in the A-C market could have supported more flights than the B-C market. Yet, after Auction 1, there were 42 A-C flights vs 51 B-C flights. (See Exhibit A).

There was insufficient time to examine the effect of slot payment on flight profitability, particulary on the double slotted segments. It was discovered after the test that slot costs on short-haul flights between slotted airports so drastically lowered the profit that redeployment of these flights would have been necessary.

- The term fair is very subjective and depends on the criteria used.
- 4. More time was needed to make schedule changes necessitated by not receiving desired slots and the price of a slot, especially in the Trading Post method.

Time allowed for the bidding process was totally inadequate. The amount of data that is generated and must be analyzed in order to make intelligent bids is very large. Only after inordinately high price levels (4.8% of total revenue) were reached in Auction 1 did some carriers drop out of the bidding While, it is true that things settled down in Auction 2, it must be remembered that in the test certain pressures were absent. These pressures are new aircraft deliveries and market aggressiveness.

5. No. Several iterations should have been made prior to testing the slot allocation methods to give the teams a familiarity with the game and the route network. The "noise level" of the Blue team's losses and massive swings in load factor and utilization from period to period render analysis of the economic data highly suspect. It is obvious from tables presented in the Draft Report that Blue had trouble finding a niche in this exercise and impacted the entire industry. Other participants, to a less obvious extent, also were going through a learning process. It is doubtful, therefore, that any concrete conclusions can be drawn about the financial impact on the industry.

#### 6. Trading Post Auction

This alternative needs a mechanism that relieves the upward pressure on the price of slots and facilitates the process of moving to adjacent hours. We are not sure what that should be, but believe the system is ineffective without it.

#### Administrative Allocation

The criteria used to allocate slots, we believe, should include through passengers because they are using the airport runway capacity every bit as much as connecting passengers. This alternative would function better as a slot assignment tool if flexibility could be allowed in the maximum per hour quota by carrier. Having a maximum per hour seemed to work against an airport solution rather than assist in reaching one. Also, once the slot allocations by carrier are determined, an interactive process between carriers (similar to the schedule committee) should be permitted to reach an airport resolution.

## Exhibit A

	A-C	<u>B-C</u>
Passengers (Both Directions)1/ X Net Fare 2/	4,514.1 \$ 51.66	3,358.5 \$ 18.88
Net Revenue	\$233,198.40	\$63,408.48
+Average 0-W Direct Cost of 727	2,946.11	1,047.89
Maximum number of trips that could be economically operated	79	61

<sup>1/</sup> Base state

<sup>2/</sup> Published fare less 15% for general and administrative expenses and less \$14.00 for passenger handling cost.



PIEDMONT AIRLINES SMITH REYNOLDS AIRPORT WINSTON-SALEM N.C. 27102

March 20, 1980

Mr. John M. Rodgers
Acting Chief, Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
Washington, D. C. 20591

Dear Mr. Rodgers:

The week we spent in Washington reviewing the two slot allocation methods was enjoyable as well as educational. Our only regret was that more time was not allocated to the Administrative Method, which in our view, could offer a feasible solution to a very complex problem.

Aside from the cost, we believe the trading post auction to be too cumbersome to administrate. It would require a team of airline personnel with the technological know-how in scheduling, computers, and finance. In addition, schedule stability would be much in doubt. This method would also favor the larger carriers with the longer hauls in that they would be in better shape financially to afford slots.

Although the administrative method attained little success during the testing period in Washington, it does appear to have a number of points worthy of consideration. Some of these are:

- 1. Carriers current slot allocation considered.
- 2. Number of passengers enplaned/deplaned (except for exempted flights serving essential air service points, flights would have to maintain good load factors to remain).
- 3. Number of cities served on a nonstop basis considered.
- 4. Restraint on new carriers entering a slot controlled airport.

It would appear a combination of the Administrative System and Schedule Committee could be an alternative to any method submitted thus far. With a firm approach toward total numbers, administered by the FAA, the Schedule Committee could in most instances, attain resolution by sliding thru out the day.

Mr. John M. Rodgers Page 2 March 20, 1980

The following are some thoughts on the actual exercise.

### Problem 1:

On Page 13 of the slot allocation evaluation, the indication is that there may be an efficiency involved with the auction system because of the comparison of profitability during the various iteration. Such a comparison, in our opinion, is not valid. Since each of the teams were given their base schedules, and except for a few minor changes, these schedules formed a base period. Any comparison to it fails to recognize efficiencies through the scheduling changes made by "scheduling experts" in the latter iteration. The slot allocation evaluation makes mention of this very fact in the last sentence on Page 16.

#### Problem 2:

The MIT model is an excellent model but does not compare to the real world scheduling practices. For example:

(a) Inter-line connections were not considered.

(b) The "schedulers" did not have a good feel of their cost levels.

(c) There was no traffic advantage of market identity.

- (d) There was no cost penalty that we could determine for significantly reducing operations at one station or increasing it at another, i.e., at the extreme, a carrier could drop a city and enter another city with no cost penalty.
- (e) The model contained three types of airplanes including the DC-9, 727 and a 707. It is hard to determine, but we do not believe an aircraft preference factor was used and if there was one, it did not seem to be comparable to real world experience.
- (f) One of the greatest advantages in a slot auction system would be the use of wide-bodies equipment because of its efficiency in terms of cost, the public appeal of such aircraft and the greater number of passengers carried by this equipment in relation to narrow-bodied airplanes. This makes us wonder why such an aircraft was not used in the MIT model.
- (g) The larger airlines are much more sophisticated and better equipped to handle their massive systems in the real world. The MIT model does not reflect this adherent advantage.

#### Problem 3:

The model was set-up to maximize short term profit. Doing such, it overlooks real world realities. In our opinion, bigger carriers would be willing to sacrifice short term profit in order to become more dominate factors in the market in the long term. They would be in a better position to force small carriers out of markets and suffer short term losses in order to reap better long term profits.

Mr. John M. Rodgers Page 3 March 20, 1980

We would not advocate another meeting in the same posture as before. Cost of MIT Personnel, computer equipment, hotel rooms, etc., would be unreasonable for what we would expect to accomplish. We would suggest further refinement of the administrative system and a later review or evaluation exercise.

Sincerely,

PIEDMONT AIRLINES

R. L. McAlphin
Staff Assistant Vice President Airline Scheduling

R. L. James Director - Route Development

RLM/1r

March 25, 1980

John M. Rodgers
Acting Chief, Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
Washington, D.C. 20591

Dear Mr. Rodgers:

Enclosed are comments pertaining to the FAA slot allocation exercise as you requested.

It is the desire of Trans World Airlines to see the slot allocation problem resolved to the mutual satisfaction of all interested parties. In light of this, TWA fully backs the position the ATA has taken to perserve the current system for slot allocations until a new system is developed that will fully satisfy the needs of the industry.

The enclosed comments are in no way to be taken as an endorsement of either one or both of the methods under study, but hopefully, will assist in the search for a solution to this very serious problem.

Sincerely,

Richard I. Zahlocki

Enc.

Which method did you prefer - the Trading Post Auction or the Administrative Allocation? Why?

The Administrative Allocation procedure, although flawed, seems to be the better method. The main objection to the Trading Post Auction was the considerable expense required to obtain the desired slots. This added expense obviously has to be passed on the the consumer either in the form of peak hour surcharges or across the board fare increases. This does not serve the best interests of the airline or the travelling public. With the Administrative procedure it was possible to acquire all of the desired slots that Airline White needed without incurring any additional costs. Unfortunately, the flaw in this method showed up in the hourly distribution of these slots. It is not realistic to expect to schedule an airline using an even distribution of operations throughout the day. Natural peaks will occur due to length of haul and connection bank timing, in addition to passenger preference.

II. In each of the two methods did you significantly alter your airline marketing approach as a result of the slot allocation? If so, in what way?

The Trading Post Auction allowed Airline White to maintain its schedule intact simply by using a method of progressively inflated bidding for the desired slots. Since the number of peak hour slots that were desired by Airline White were minimal it was fairly safe to assume that a high bid would be less damaging for this Company than any of its competitors due to the overall number of bids tendered. Those airlines desiring more slots in the peak hours would or should be more conservative in their bidding to insure a minimum expense.

The Administrative Procedure actually worked differently for airport AAA than at airports BBB and CCC. The allocations at airport AAA seemed to be handled strictly by the rules of the game and in so doing created a situation for Airline White that was less than desirable. In offering alternative plans to reach an overall solution, Airline White found this situation coming to a resolution using its least desirable plan. This, in conjunction with the limits placed on the maximum number of slots an airline could request in an hour, in my opinion, was a serious blow to this airline's profitability.

At airports BBB and CCC the rules were somewhat more relaxed when a solution by the original procedures could not be reached. Through the committee method, Airline White was not only able to assist in reaching a solution by rescheduling, but did so in such a way as to improve its profit making potential. Slot allocation by means of a scheduling committee was a definite plus for Airline White.

III. Do you consider the two methods to be fair? If not, in what way are they unfair?

The Trading Post method seems to favor the smaller airline that is not heavily scheduled at the slot restricted airports. As long as the airline was willing to pay the price, the slot was relatively easy to acquire. Although we did not fully see it during this demonstration, a serious escalation in the bids seems destined to take place every time the participants sense a particular round of bids may be final.

The small airline can afford to pay the high price and spread the cost out over its entire route structure, which for the most part is operating at unrestricted airports. The larger trunk carriers that are heavily concentrated at the restricted airports will have to either pay the high prices and pass these increased costs on to the consumer or reduce its operations.

The Administrative method, as an alternative, tended to be too restrictive. It is my opinion that an administrative procedure set up with the original guidlines will most likely enable the large, strong airlines to retain their strength and grow while creating a downward spiral for the smaller, weaker competitors. With each successive allocation period as the smaller airlines' share of traffic shrinks due to a reduced number of operations, their total number of slots allocated will decrease. Thus, less operations are allowed, less destinations are served and, of course, fewer enplanements and deplanements will be accounted for. The following period's allocation of slots will be still smaller to these airlines based on the previous results.

IV. Were you able to handle the total information flow comfortably in the time available in each method? Was more time required (a) for rescheduling, (b) for bidding, and/or (c) for submitting preference plans in the Administrative method?

As the representative for Airline White, the smallest yet one of the most profitable airlines, I had sufficient time to handle all aspects of the agenda. After the initial period of scheduling, the relative strength that was developed due to the overall profitability allowed me to have a lot of control over the various situations in terms of my own schedule.

V. Was the evaluation exercise sufficiently realistic to allow conclusions to be drawn from the real world? If not, how would you make it more realistic?

The only major problem in terms of this exercise being realistic was the aspect whereby the airlines were able to change their schedules with relative ease. There are many constraints that a scheduler must face in the process of developing a schedule, slots being only a minor issue. But, once a schedule has been developed, even a small 5 minute change has the potential to create problems at various other points on the route structure. Certainly, additions and deletions of service and likewise, major time changes can create a catastrophic chain reaction.

I raise this point to indicate the great deal of difficulty a scheduler could have when trying to come up with alternative plans for the Administrative method or trying to maneuver an operation so as to avoid a high cost slot in the Trading Post method. In the real world I think you will find that the airlines are not able to be as cooperative or be able to restore the same profit potential to a flight or series of flights that must go through forced schedule moves.

VI. Assuming one had to implement one of the two alternative allocation methods, what changes would you recommend in each method to make it more practical?

Some changes that I think are worth experimenting with for the Trading Post Auction would be to eliminate bidding with money and instead devise a point system. Points would be allocated to each airline based on variables such as airline size, history, traffic and efficiency similar to the Administrative method. The airlines would than be free to bid on whatever slots they desire using these points. A post trading period would be desirable where the airlines would be allowed to swap slots on a one for one basis. This would allow the airlines that were not able to acquire their desired slots to try to make the best situation they can out of it.

The Administrative method might best be improved by simply limiting its use to the overall allocation of slots to the individual airlines. In conjunction with this, a scheduling committee type of operation could then take over and go through the current processes in use for deciding the hourly allocations. This would satisfy the needs of the new entrants and yet preserve the flexibility of the scheduling committees.



WASHINGTON NATIONAL AIRPORT - WASHINGTON, D.C. 20001

March 31, 1980

John M. Rodgers
Acting Chief of the
Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
800 Independence Avenue
Washington, D.C. 20591

Dear Mr. Rodgers:

This is in reply to your letter of March 7, 1980 with which you forwarded the results of the management game. First let me apologize for the delay in responding but as I already mentioned to you I did not receive this report until March 17, 1980 and with the press of closing out our summer schedule plus digesting the information contained in this report, it was not possible to respond earlier.

Per your request the following are my thoughts and observations concerning this subject:

For reasons which will be discussed below, I do not feel that I can support either the trading post auction or the administrative allocation.

The base schedule on which the entire management game was predicated was developed in the short period of one afternoon. In the early stages I can say that I was not sufficiently familiar with either my own airline (Gold Airlines) or with the market place in which this airline would operate to provide profitability comparisons between periods of time. I know in my case that during the various auction periods I made improvements to my own airline as my familiarity increased with the markets available and the schedules of other carriers. While I certainly cannot speak for the other airlines, I am convinced that this was true of each participant. As a result, it is my impression that the base period was grossly understated in terms of industry profitability and the comparison of profitability results with later option periods was distorted. The implied result on page 13 that slot purchasing did not interfere with airline

profits (and costs to travelers) is not a logical conclusion. Again, it was the action of the schedulers becoming more familiar with industry traffic, the competition, their aircraft and the model manipulations that allowed the results to occur as they did.

Further to the model itself, I do not believe that there was sufficient realism to determine if the results could be applied to the real world airline operation. On the operational side, there were no constraints or costs considered for maintenance, airport facilities, ground servicing, crew restraints or airport curfews. On the traffic side which is indicated on page 4 as the heart of the game, it appears that the model contained unduly large amounts of traffic stimulation evidenced by the results generated by operating off-peak schedules. example Gold Airlines added a very late night short haul roundtrip and generated a load factor of approximately 85% which did not appear realistic. I also found that in one particular market the break even level was only twelve passengers. This again demonstrates that the only reason the industry showed a profit increase after paying for slots is because the participants learned how to use the model'sidiosyncrasies to their advantage. The equipment types used in this exercise did not offer sufficient disparity of capacity. In the real world, the price carriers are willing to pay for slots will be directly related to revenue potential and carriers with large capacity aircraft could easily outbid those with smaller aircraft. The largest aircraft used in the model was a B-707 and the smallest a DC-9 while in reality equipment could vary from jet type aircraft of as little as 74 seats to the Boeing 747s with potential capacity of 400 seats or greater.

Based on my participation, it is my impression that neither method is totally fair. Under the auction method the cost of obtaining the necessary slots would result in either increased operating costs or higher fares to the traveling public. These added costs could result in discouraging competition in cases where a new segment under consideration has one or both airports under slot allocation. Further, carriers themselves could speculate in slots by purchasing unnecessary slots and then attempting to sell them at a profit in the after market. In the exercise Gold Airlines did this with some degree of success. Carriers could even purchase slots in excess of their needs to stifle competition.

Under the administrative allocation system provision is made for new carriers to automatically receive four slots. However, incumbent carriers could find it much more difficult or perhaps impossible to either enter new markets or expand existing ones. Under this system they have no way of being reasonably centain of obtaining the slots necessary for such service. Infact, under this system I believe it possible for incumbent carriers to have to involuntarily reduce existing services to the public to accommodate a new carrier's slot request. This I believe would severely restrict the free market place.

Based on the above, I believe that a great deal of additional study is required on both plans before a final decormination can be made as to the viability of either option. Considering the limited experience the industry has had with these two options, I believe that as currently constituted both fall far short of the intended goal of providing a vehicle which satisfies the interests of both the public and the airline industry. However, if either plan were mandated by the government I presume the industry would have a way of making it work, yet this study fails to identify many of the ramifications for the traveling public and the industry.

Very truly yours,

Jun a Friend

Jerry A. Frissora

JAF/kml

## 6. CONCLUSION

Management Game has been demonstrated. In particular the Slot Exchange Auction has been subjected to a gaming/simulation test in conjunction with fairly realistic airline scheduling. The test was inconclusive in regard to (a) convergence to equilibrium, (b) the economic efficiency and equitability of the Slot Exchange method. Further testing should be undertaken before implementation can be seriously advocated. These further tests should provide for more time for bidding; more rounds of bidding; possible application of one or another stopping rule; improved realism in the game scenario; and, finally, an experimental design with controls for participant learning. Under these conditions the advantages and disadvantages of the Slot Exchange can be fully discovered in the testing environment so as to avoid faulty implementation or adoption of an inferior allocation method.

## **REFERENCES**

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- 2. Federal Aviation Administration, Slot Allocation Evaluation, March 1980.

# # PORNDIX A

## De PPENDIX

Vable 3.1	Aircraft Data
ent Light Maria	Network Data
Sec. 1	Airport Data
52342 ST	mitial Schedules
1 21 # 15.5	Traffic Data
.a. 4 = x . , 2	eriod 1 Schedules
186 × 4 3	Period 2 Schedules
Exits Asset	Period 1 Traffic Data
erzen Kazir	Period 2 Traffic Data

TABLE 3.1 AIRCRAFT DATA

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TYPE	SEATS	_	SPEED (MPM)	, 200 200 200 200 200 200 200 200 200 20	\$ poc/0		8 8 \$ \$	TF/0P	TF/DAY HH: MM
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707	200		9	-	250	2	0.0232	9	-

EXPLANATION OF TERMS:

DOC/W is the direct operating costs per sincraft block hour. It includes all the costs that can be allocated to flight time, e.g. fuel, crew, direct maintenance, etc.

DQC/O is the direct operating costs per aircraft takeoff/landing cycle. It includes all the costs that can be allocated to a takeoff/landing cycle, such as dispatching, ground servicing, tire wear, etc. It does not include landing fees or slot charges.

DGC/D is the indirect operating costs that are independent of the flight time, such as safintenance burden, insurance, etc. It does not include depreciation or financial or lease costs.

The above three items are the components of the operating costs. The following three Items are derived from the above costs, and are presented for reference only:

DOC/5-# the derived direct operating costs per seat-mile.

1f/OF The number of flight minutes that would cost the same as a landing/takeoff cycle.

19/Day the number of flight minutes that would cost the same as the delly indirect costs.

TABLE 3:2 NETWORK DATA

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	Ξ	224	55:0	0:55	0:55	
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CCC		436	1:13	1:13	1:13			
1000   678   1139   1139   1136   1139   1		540	1:36	1:26	1:26			
CCC		619	- 39	1:39	1:39			
TATE		366	<u>.</u>	1:01	1:0:			
CGG 100 0136 0.35 0  LLL		203	200	0:38	80:0			
MANN 1927 1127 1127 1  JULY 246 0153 0150 0150 0150 0150 0150 0150 0150		9	<b>#</b>	9. 36	9:36			
111   447   1110   1110   1111   448   1110   111		591	1:27	1:27	1:27			
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MANN 624 1128 1128 1128 1128 1128 1128 1128 11		346	6:53	0:53	0:53			
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ANA 1629 0138 0138 0138 0138 0138 0138 0138 0138		442	1:05	50:1	1:05			
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CCC 337 1:14 1:14 1:16 1:16 1:16 1:16 1:16 1:16		1642	3:42	3:42	3:42			
CCC		182	6: 38	0:39	60:0			
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3				165	2778	1901									
3				613	1240	200									
3 3					1007	1269									
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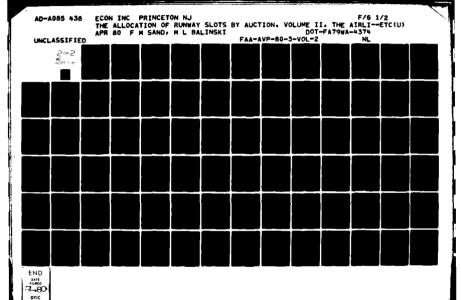
AAA 1555 1 1556 1 1557 1 1558	51 10	•	808	707	727						
CCC 548 1912 1744 1744 1744 1744 1744 1744 1744 17		755	1005	3415	2349						
CCC 540 1100 2096 CCC 540 1100 2096 CCC 540 1130 2475 JJ11 540 1200 2446 JJ11 540 1301 2475 JJ11 540 1303 1403 JJ11 540 1303 14	_	2	912	1744	1190						
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FFF					2166						
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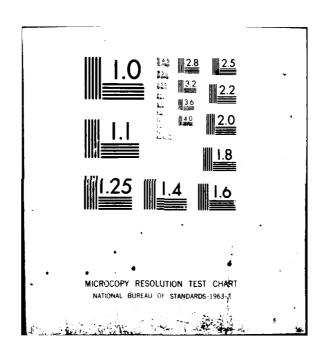


TABLE 3.3 AIRPORT DATA

A CAN STREET STREET OF THE STREET

BIT-FTA CASS	FILE 10: FAA_0001	2 3	UNIVERSE FILE PRINTOUT	-		=======================================	100	-	LAST MODIFIE	LAST MODIFIED 80/01/18 14:16:37.00	\$
ID CITY MADE	MARKET SERVED	LATITUDE DD:M4:SS	1.C4G.1.TUDE DO: NH: 55	7.1ME 20ME	00 = M	DASIC TIME	BASIC COST	COST/ SEAT	SEAT CODE		
AAA ALPHA	AAA	41:00:00	1:05:00 05:00:03	7	2	12	٥	80.0	0		
DAY BUYA	929	36:00:00	79:00:00	-	£	=	•	0.0	•		
CCC CHARLIE	333	38:00:00	17:00:30	-	ç	=	•	8.0	•		
DOD DEL1A	000	41:00:00	75:00:00	-	2	=	•	0.0	•		
EEE ECHO	FEE	42:CC:00	<b>85</b> :00:00	a	2	-	•	0.00	•		
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100 930	933	33:00:00	<b>87:00:00</b>	~	2	•	•	8.0	•		
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III IMDIA	111	40:00:00	90:00:00	-	2	2	•	0.00	•		
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TABLE 3.5 TRAFFIC DATA

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AAA-033	•	70.0		462.1	4.9	8414	502.5 577.6 63.0	22.25		295.5 104.4 37.1	2.33 2.33 1.17	
AAA-EEE		30.1	1.13	43.9	.3	===	188.6 60.5 49.3	63.20 20.28 16.52	4.37	7.00	2.14	
444-4FF	•	185.	0.70	38.1	0.25		137.7	25.2	1.53	20.0	0.14	
AAA-006	*	204.8	0.11	<b>.</b>	:	 539	107.2 66.3	52.33 32.36 15.31	4.00	91.7	8.31 6.70	
444-1880	755	176.8	0.67	133.5	1.17	 5 =	116.6	55.97	4.56	<b>5.</b> 4.	1.02	
AAA-111	*	9.0	. 7	33.4	0.39	3	90.6	100.00	1.32	33.4	96.0	
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AAA-KKK	•		0.01	6.3	0.0	ಕ 		18.9 100.00	0.3		9.40	
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AAA-1888	13	134.5	6.5	24.1	9.2	<b>=</b> 5	101.9	75.76	- 0	5.0	0.27	
444-000	*	•••	9.15	12.3	9.1	<b>:</b>	40.9	40.9 100.00		12.3	0.27	
444-999	200	7	.3	12.7		<b>=</b>	70.0	70.0 100.00	5.7	12.7	9.26	
AAA-XAA	<u>.</u>	331.1	ŗ.	957.6	4.87	3 <b>=</b>	207.0 123.3	62.76 37.24	1.04	350.0	16.22	
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	*	265.3	:	3.	. 66	385	114.5	43.16 17.30	0.50	22.7	2.27 0.27		
	*			1	9.38	555	4.4.6	282	1.63	27.0	6.78 6.76 6.22		
3	2	108.4		43.9	0.30	52	167.3	2 :	0.4	6.4	1.01		
200 - KRK	422	76.5	9.30	33.1	0.29	ಕ	78.5	100.0		33.1	1,53		
	•	1.58	0.33	16.0	0.14	3	1.3	100.00	1.25	16.0	0.47		
	\$	7.5	0.34	#.	0.39	<b>ਵ</b>		100.00	0.73	<b>.</b>	1.00		
	416	33.1	0.12	14.4	0.13	<b>=</b>	33.1	100.00	0.37	14.4	0.32		
4	1337	41.0	9.15	13.	0.12	=	41.0	100.00		13.0	9.31		
NAX-000	2076	131.6	9.50	273.5	2.39	=	131.6	100.00	1.47	273.5			
CCC-4AA		2203.3	.3	1187.0	10.38	<b>ಪ</b> 5 ಫ	1043.8 965.7 193.8	4.4. 8.5.5	2.63	562.6 520.5 104.4	12.50 18.20 4.84		
- 200	183	1202.2	¥ .	186.2		<b>3352</b>	438.1 388.1 234.1 222.0	34.17 30.27 18.25 17.31	4 % U.S.	5884			
<b>004</b> -393	2		÷	7. 906 . 1	2.	32255	714 240.0 198.1 150.8	45250 82250	6.44. 8.44. 8.44. 8.44. 8.44.	44.66			

				31418 JULIAN			-	•		•		
CCC-EEE 438		PAR/DAY	X101 6.55	KP#/DAY 64.4	8101 9.56	223	PAK/DAY 124.7 22.4	84.00 15.20	XCAR 1.39 0.33	KPE/DAY 54.6 9.8	XCAR 1.22 0.45	
444-333	6.2	47.7	.33	<b>\$3.4</b>	. 47	<b>=</b> 5	25.5	70.70 29.30	0.69	37.7 15.6	0.04	
<b>769-333</b>	872	130.1	. 45	2.	3	54	107.5	33	4.20 4.20	6.7 2.5	6.32	
1864-333	ž		\$	65.0	1.57	ತ <b>೪</b> 	150.8 32.0	82.51 17.40	2.23	2 : 	2.51	
111-999	=	112.7	. 43	20.1		3 d	44	63.30 36.70	- o 2 <u>o</u>	13.1	0.35	
PPP-333	ž	151.0	0.57	3	0.51	 2 3	<b>8</b> 2. 2	<b>66</b> .04	9.9 6.7	8 °	3.0 0.02	
<b>ИВИ-333</b>	2	244.8	9.8	74.1	0.65	ತ 	244.5	244.5 100.00	3.62	74.1	3.43	
111-333	236	74.2	0.28	17.8	0.15	<b>3</b> 	74.2	74.2 100.00		17.5	0.51	
-333	3	41.7	9.16	21.2	.:	<b>š</b>	41.7	41.7 100.00	0.41	21.2	0.47	
-333	5	34.3	6.13	24.3	0.21	<b>=</b>	34.3	34.3 100.00	0.38	24.2	0.54	
000-000	3	• • •	0.01	10.7		<u></u>	13.	19.0 100.00	0.22	10.7	0.24	
444-333	2	36.3		14.0	6.13	<b>=</b>	36.3	38.3 160.00	6.43	14.0	0.33	
DDD-44A	•	7.85.4	<b>2</b>		3		349.0 200.7 159.9 75.9	1 % % & & & & & & & & & & & & & & & & &	8.2 2.9 4.7 4.7	100.4	5.95 5.46 5.73	
99-000	Ë	1.2.1	8	286.7	2.50	3545 	346.0 345.1 26.3	42.56 11.41.6	2.0.4 2.00.4	122.1 121.8 32.7	5.00 2.73 2.73	
333- <b>958</b>	3.5	202 1320.5	*	366.7	2.33	32222	22.22 230.5 200.5 200.5 200.5	2441	****	13.86.	#	
) 13-00 <b>0</b>	\$	9.2	6.37	<b>1.</b> S	9.39	==	59.2 39.0	32	<b>25</b>	17.7	55	
- 65	:	91.0		<b>%</b>	9.31	<b>=</b>	91.0	51.6 100.00	:	<b>3</b> .0	•••	
200-000	747	#	11.	33.0	9.23	5	:	100.00	1.72	33.0	3.30	
<b>11</b> 000	3	• • • • • • • • • • • • • • • • • • • •			6.57	425	7.00	222	• * • • • • • • • • • • • • • • • • • •	:2:		

BITFTA CASS	CA 56	<b>-</b>	INITIAL STATE	STATE			-	1 1 2 4 1 1	C 0 A 7	<b>4</b>		10/01/31 13:11:
111-000 111-000	0151 . 235	PAZ/DAY 96.9	X 0 . 37	K PM/DAY 22.8	¥101	2357	PAK/DAY 50.3 29.0 17.6	\$107 20.90 18.20	0.74 0.42 1.27	KPM/DAY 11.8 6.8	XCAR 0.55 1.00	
777-088	2	50.3		29.7	%	 9 <b>5</b>	33.2	33.92	• • •	<b>10</b>	0.00	
MM-000	=	136.4	6.7	33.4	0.39	 5 =	105.8	\$6.70 43.30	5.5	 		
111-08	9.	20.9		=======================================	9.10	3 5	13.9	53.46 46.52	1.01	50 SE	1.24	
	ž	•:•	0.01	9.8	0.08	<b>=</b>	16.9	100.00	0.21	.0	0.21	
Į.	132		0.0	13.8	0.12	ತ <b>ಕ</b> 	12.7	67.94 32.06	0.09	4.0	 	
900-000	61.0	•	0.03	3.3	9.03 : BL	<b>:</b>	4.9	4.9 100.00	9.08	3.3	0.07	
***	474	13.3	9.0	.3	9.0		13.3	100.00	9.18	6.3	0.14	
TEE-444		9.	1.20	46.8	6.4	## 5 ## 5	192.5 67.6 58.5	60.44 21.21 18.35	2.15	200 000	0.20	
11 - P8	45	233.0		1.80.	6.93	 	213.2	 	2.0 0.0 0.0 0.0	97.0	20 0.09 0.09	
166-CCC	•	139.0	0.52	6.09	0.53 : BL	<b>=</b> 5	126.8	91.24	4.0	88.0	1.24	
000-333	453	• •	0.33	39.3	. 3		46.1	53.13 46.87	2.94	20.9	4.43	
144-333	230	29.9	= :		0.08 : BL	<b>=</b>	29.9	100.00	0.33	<b>6.7</b>	6.19	
EEE-1881	71	11.2		7.9	0.07 : BL	=	11.2	11.2 100.00	9.13	7.0	0.10	
111-333	32	7.9.7	9.3	20.1	9.1		7.8.7	78.7 100.00	3	20.1	:	
FFF-AAA	5	177.0	6.67	28.9	0.23	= 5 	163.2	2.7	1.82	2.2	0.58	
	953	122.9		67.9	6.59	<b>₫</b> ₫	36.0	69.03 30.97	8.8	21.0	1.05	
730-141	-	100.0	•	:	0.5	≝ 5 	<b>96</b> .2	# : • : • :	1.07	58.9 7.7	1.32	
111-000	:	36.3		25.3	0.22	=	36.3	36.3 100.00	0.40	25.3	0.57	
J. 1 EEE	3	32.5	9.12		0.00 : BL	=	32.5	32.5 100.00	9.38	•	0.21	
777-255	\$23	• •		6.3	<b>0</b> .03	ĕ 	•:	100.00	<b>9</b> . 18		9.24	

BITFTA CASS	788	~	INITIAL STATE	STATE			-	1 4 K	1 C D A	۷ ـ		*
1944-98 86-144		PAL/DAV 105.0	101 V	1 4 / 0 A / 1 / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4	\$10. 6.82	 	D PAK/DAY D 107.1 L 60.4 L 28.3	× 282	*CA	KPM/DAY 51.6 29.1 13.6	2 - 5 C	
***	\$	194.7	6.73	2	9.7	5 4	119.7	38.55	31	\$1.0 32.6	6.73	
333-g	2	132.2	3	£		 2 3	120.7	2.32	4.72	<b>3</b> •	4.10	
909-808	2	41.0	:	35.0	6.3	 5 द	37.3	77.88		7.0	2.06	
111-900	3	14.1	8	7.7	0.01	<u></u>		100.00	9.36	7.7	.17	
	3	4.2	. 62	2.1	0.03	2	4.2	100.00	91.0	2.1	0.22	
777-000	Ē	22.7	8.	8.7	9.02	5	0 22.7	100.00		5.7	0.59	
100-100	Ş	106.4	÷.	125.6	1.1	==	65.3	51.28		3.5	1.37	
	289	236.9	:	<b>5</b>		문 경 <b>로</b>	139.2 1 77.5 1 20.2	32.73	5.44	20.0	0.0	
333- <b>66</b>	*		6.75	<b>.</b>	0.83	 3 <b>2 2</b>	26.2	13.40	20.00	3.e		
90	•	131.3	 	72.0		 9259	2.000 0.000	35.70	- 6.00	25.7.0		
200-4884	2	8.8	0.03	2.0	0.03	2	5.5	100.00	•.21	2.	9.29	
777	200	17.1	8	;	9.0	5	17.1	100.00	0.67	•	•	
111-AAA	*	•	0.37	<b>36</b> .5	0.32	3	8.8	100.00	1.45	<b>8</b> .8	1.07	
111-00	ž	101.0	\$		6.3	3 ŏ	A 106.7	\$6.67	\$ ::	55.		
111-660	:	• ::	S.	17.2	9.15	<b>5 5</b>	10.0	2.45 2.55	1.21	 	**	
	22	•	•		•. 22	 565	20.0	22.72	20.5	- 77	***	
111-466	ž	11.8		•••	9.17		17.5	18.8	3.	•	4.77	
711-111	430	13.0	. 3	9.0		ਰ ਜ	13.0	3.8.	•.20	•.•	6.27	
AAA-444	Ŝ	•		<b>37.</b>	3.	 5 =	53.7	22.5		22	::	

BITFTA CASS	SAS	ä	INITIAL STATE	STATE			-	4 6 6 1	COAT	۷.		1211121 12/10/00
BARKE T	DIST.	DIST. PAX/DAY	X101	KTOT KPM/DAY	X101	29	10 PAK/DAY GL 7.6	X107	SCAR 0.11	SCAN KPM/DAY 0.11 4.2	XCA# 0.20	
	233	175.4	3	•.	0.36	25	140.3	20.05	2.00	32.7	1.51	
333-P4	ž	162.0	9.	62.5	. 55.0	₹2	20.5	56.05 43.95	1.34	35.0	1.62	
999-777	3	45.1	0.11	26.7	0.23	ಠ₽	31.6	69.11 30.89	0.47	50.0 6.3	0.0 8.0 8.0 8.0	
333-744	3	15.2	8		0.07	<u></u>	15.2	15.2 100.00	0.17		0.19	
444-000	823	11.7	5	6.2	9.05	<b>5</b> 5	9.6	58.53	0.0	 	0.08 0.12	
200-AL	25.	22.3		ø.	0.05 : RO	٤	22.3	22.3 100.00	0.87	<b>8</b> .	0.58	
	360	12.7	0.05	3.3	0.03 : RD	2	12.7	12.7 100.00	0.50	3.3	0.34	
111-77	430	9.0	0.03	2.1	0.02 : GL	ತ	ø.	5.0 100.00	0.01	2.1	0.10	
HKH-AAA	\$	12.3	0.03	S. 6	0.05	ತ 	12.2	12.2 100.00	0.1	9.0	0.26	
-	422	70.2	0.23	33.0	0.29 : GL	ฮ	78.2	78.2 100.00	1.16	33.0	1.53	
MMM-CCC	963	214.2	9.	64.9	0.57 : GL	ತ	214.2	214.2 100.00	3.17	64.9	3.00	
14.H-000	179	195.6	0.74	35.0	0.31	3 5	145.9	74.59 25.41	2.16	26.1	1.21	
ILL-AAA		4.7		16.4	0.14 : GR	5	49.7	49.7 100.00	0.73	10.4	0.4	
111-000	187	91.9	0.37	18.3	0.16 : GR	3	97.9	97.9 100.00	1.43	16.3	0.53	
222-111	236	76.7	0.29		0.16 : GR	5	76.7	76.7 100.00	1.12	19.1	0.83	
111-000	94	30.9	6.12	÷.:	0.10 : GR	5 5	16.7	54.07 45.93	1.03		1.26	
144	-	112.5	0.42	16.8	0,15 : BL	=	112.5	112.5 100.00	1.25	16.8	0.37	
	\$30	47.7	0.1	25.3	0.22 : BL	<b>=</b>	47.7	47.7 100.00	0.53	25.3	0.56	
252	3	20.	• •	25.7	0.22 :	<b>ಕ</b> ಕ	33.7	96.57	0.38 0.25	17.1	0.30	
8	3	9.12	9.0	10.	0.09 : 81	4	21.0	21.0 160.00	0.33	10.6	0.24	
444	179	147.3	%	26.4	0.23 :	<b>i</b> 5	112.8 34.5	76.60 23.40	1.26	20.2	0.45	
	\$	. 5	0.28	47.4	10 : 67 · 0	ತ ಕ	53.5	78.47	0.7 0.13	37.2	1.72	
333	104	45.2	0.17	9.16	0.20	<b>=</b>	45.2	100.00	6.5	91.16	0.71	

BITFTA CASS	CASS	<b>=</b>	INITIAL STATE	STATE			-	TRAFFIC DATA	4 0 0	4 4		00/01/31 13:11	13:1
BARKET MINI-DOO	DIST.	DIST. PAK/DAY 722 13.1	#10 0.08	KTOT KP#/DAY 0.05 9.4	X101 0.08	2 =	3101 10 PAK/DAY \$101 0.08 : Bt 13.1 100.00	X TOT X 100.001	SCAR K 0.15	3CAR KPM/DAY 0.15 9.4	SCAR 0.21		
000-AAA	300	42.7		12.8	0.11 : 81	5		42.7 100.00	9.4	12.0	0.29		
<b>880-88</b>	436	13.4	6.0	10.2	0.09 : 61.	á		23.4 100.00	9.36	10.2	6.23		
) ) ) )	3	28.4	= :	15.3	0.13 : BL	5		28.4 100.00	0.32	15.3	0.34		
PPP-AAA	162	:	9.3		12.4 0.11 : BL	=	1.89	68.1 109.00	9.76	12.4	0.28		
	337	47.2	9.1	15.9		<b>5</b>	47.2	0.14 : BL 47.2 100.00	0.53	15.9	0.36		
)))- <b>444</b>	2	<b>.</b>	-	1.4	0.16 : BL	=		48.5 100,00	0.54	19.4	0.41		
000-444	41	:	0.03	4.2	0.04 : BL	<b>=</b>	•	0.001 0.0	9. 10	4.2	0.09		
REE-AAA	<u> </u>	363.2	1.3	611.7 5.34 : GR	5.34	5 =	211.9	211.9 50.33 151.4 41.67	3.09	356.8 254.9	10.42 5.70		
317-100	*	1.1.1		MAK-608 3078 161.7 6.36 211.3 1.85 : BL 161.7 106.00 1.13	1.85	4	101.7	100.00	1.13	211.3	4.72		

TABLE 4.12 PERIOD 1 SCHEDULES

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114-116	CASS						4	18.00.1		ACT IVITY	11404	1E 70A		STATION	3									404	 W	
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TABLE 4.14 PERIOD 1 TRAFFIC DATA

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11	See   2184.0   K.55   1170.4   9.78   St.   787.7   757.7	See   2184.0   N. S.   1170.4   O. 78   S.   170.7   34.16   10.78   824.7   10.78   824.7   10.78   824.7   10.78   824.7   10.78   824.7   10.78   824.7   10.78							ē.	10.1	•	0		
Separation   Sep	Tay   252.7   0.94   37.1   0.51   H   457.4   5.22   15.07   415.8   1   1   1   1   1   1   1   1   1	Tat   160.0   1.51   6.50.0   6.10		40	0.0010	4		4		701.7	14.18	ď	82A. 7	10.4
147   750.4   3.36   505.4   4.19   11   40.5   13.10   13.1	14   59.5   3.36   505.4   4.19   11   45.7   73.72   6.38   291.3     14   257.7   0.99   37.1   0.51   41   457.7   3.10   17.26   1.78   67.0     14   757.7   0.99   37.1   0.51   41   40.5   16.06   1.46   6.0     14   169.6   0.56   37.5   0.21   41   40.5   16.06   1.46   6.0     14   169.6   0.50   0.51   41   40.5   16.06   1.46   6.0     14   16.2   16.2   16.2   16.2   16.2   16.2     15   17   16.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2     15   17   1.5   1.5   1.5   1.5   1.5   1.5   1.2   1.2     17   60.4   0.27   12.5   0.10   1.1   41.1   1.2   1.2   1.2     18   1.1   0.40   0.51   12.5   1.2   1.2     18   1.1   0.40   0.10   1.1   1.1   1.1   1.1     18   1.1   1.1   0.1   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2   0.1     18   1.1   0.2   0.1   1.2   0.1   1.2   0.1   1.2   0.1     18   1.1   0.2   0.1   0.1   0.1   0.1   0.1   0.1     18   18   18   1.2   0.1   0.1   0.1   0.1   0.1   0.1     18   18   1.2   0.1   0.1   0.1   0.1   0.1   0.1     18   18   18   18   18   18   18	147   169.8   3.36   505.4   4.19   11   65.1   7.89   5.11   45.4     147   750.5   3.36   505.4   4.19   11   6.1   7.13   1.78   1.78   1.28   1.78   1.28   1.78   61.0     147   750.7   0.99   37.1   0.11   7.1   1.28   1.78   1.78   1.18   60.0     148   750.7   0.99   37.1   0.11   7.1   1.28   1.30   49.7     148   750.7   0.99   37.1   0.11   1.8   1.8   1.8   1.8   1.8     148   750.7   0.99   7.80   1.80   1.80   1.80   1.80   1.8     179   60.7   12.4   0.10   1.1   1.1   1.1   1.1   1.1     189   77.5   0.11   9.0   0.17   61   1.7   7.13   0.15   1.8     179   60.7   12.4   0.10   1.1   1.1   1.1   1.1   1.1     189   1.1   1.21   651.4   5.80   68   15.0   1.21   0.15   1.21     189   180.4   1.51   651.4   5.80   68   15.0   1.21   0.15   1.21     189   1.1   1.21   0.10   0.10   0.11   0.10   0.11				•	•			7 077	66.35		4	
147   150.4   1.0   1.	187   189.8   1.36   505.8   4.19   11   13.0   13.11   13.0     187   755.7   0.00   37.1   0.51   11   11.0     187   755.7   0.00   37.1   0.51   11.0     187   755.7   0.00   37.1   0.51   11.0     187   755.7   0.00   37.1   0.51   11.0     187   755.7   0.00   37.1   0.51   11.0     187   755.7   0.00   37.1   0.51   11.0     187   198.8   0.00   1.51   1.00   1.00     187   198.8   0.00   1.52   0.00   1.51     187   198.8   0.00   0.00   1.00   1.00     187   198.8   1.00   0.00   1.00     187   198.8   1.00   0.00   1.00     187   198.8   198.8   1.00   1.00     188   198   198   198   198     188   198   198   198   198     188   198   198   198   198     188   188   188   188   188     188   188   188   188   188     188   188   188   188   188     188   188   188   188   188     188   188   188   188   188     188   188   188   188   188     188   188   188   188   188     188   188   188   188     188   188   188   188     188   188   188   188     188   188   188   188     188   188   188     188   188   188   188     188   188   188   188     188   188   188   188     188   188   188     188   188   188   188     188   188   188   188     188   188   188   188     188   188     188   188   188     188   188   188     188   188   188     188   188   188     188   188   188     188   188   188     188   188   188     188   188   188     188   188     188   188     188   188     188   188     188   188     188   188     188   18	147   150.4   1.51   65.1   1.80   5.11   41.0									24. 20		201	•
Tat	Tat	184   196.4   1.51   651.4   4.19   HL   657.7   5.18   1.76   67.0     187   755.5   0.49   37.1   0.11   HL   251.7   5.18   1.76   67.0     187   755.5   0.49   37.1   0.11   HL   251.7   4.20   5.20   4.2     187   755.5   0.49   37.1   0.11   HL   27.17   1.80   3.00   40.7     187   180.4   0.50   25.5   0.21   HL   25.7   4.25   1.30   4.3     187   180.4   0.50   25.5   0.21   HL   25.7   4.25   1.30   4.3     188   171.5   0.40   0.40   0.40   88.4   48.11   3.31   42.8     188   171.5   0.40   120.5   1.07   80   80.4   48.11   3.31   3.31     179   60.4   0.70   0.70   0.10   1.1   11.7   71.30   0.17   4.3     170   60.4   0.70   0.70   0.70   0.70   1.71   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70   0.70   0.70   0.70   0.70   0.70   0.70   0.70   0.70     170   60.4   0.70							į -	, A	9			
Tat	### ### ##############################	187   189.4   3.36   505.8   8.10   181   187.7   13.20   6.23   266.9     187   757.7   0.00   37.1   0.11   18.5   1.78   1.78   1.78   1.78     187   189.4   0.26   37.1   0.11   18.5   1.78   1.78   1.78   1.78     187   189.4   0.26   37.1   0.18   18.8   1.8   1.8   1.8     187   189.4   0.26   25.5   0.21   18   18.8   18.8   18.8     187   189.4   0.26   25.5   0.21   18   18.8   18.8   18.8     187   189.4   0.70   96.9   0.80   180.4   18.8   18.8     187   187   0.20   129.5   1.07   180   80.4   1.21   1.11   18.7     188   188   188   188   188   18.8     188   188   188   188   188   18.8     188   188   188   188   188   188   188     188   188   188   188   188   188   188     188   188   188   188   188   188   188     188   188   188   188   188   188   188     188   188   188   188   188   188   188     188   188   188   188   188   188   188     188   188   188   188   188   188   188   188     188   188   188   188   188   188   188   188     188   188   188   188   188   188   188   188   188     188   188   188   188   188   188   188   188   188     188												1
187   757-7   0.000   37-1   0.11 : AL   211.7   A1.00   2.70   0.00     187   757-7   0.000   37-1   0.11 : AL   211.7   A1.00   2.70   0.00     181   160.0   0.00   37-1   0.11 : AL   211.7   A1.00   2.80   0.50     181   160.0   0.00   25.5   0.21 : 41   05.7   54.35   1.30   10.0     181   160.0   0.00   25.5   0.21 : 41   05.7   2.80   10.0     181   160.0   0.00   0.00   10   0.00   10   0.00     181   181   181   181   181   181   181     182   111.4   0.00   120.0   0.00   10.0   0.00   10.0     182   111.7   0.00   10.0   0.10   10   10.0   0.00   10.0     182   183   0.00   0.00   0.00   0.00     183   184   0.00   0.00   0.00   0.00     184   185   0.00   0.00   0.00   0.00     185   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00   0.00     186   0.00   0.00   0.00   0.00   0.00     186   0.00   0.	147   257.7   0.00   37.1   0.11   A1   211.7   A1.00   2.80   31.0		-	£ £ \$	50.	3. 36	05.	6 =		:	5 1, 20	6.23	768.9	6.6
Tay   797.7   0.00   79.1   0.11   11.7   14.00   2.00   0.00     Tay   100.0   0.00   25.5   0.21   11   10.00   2.00   2.00   10.0     Tay   100.0   0.00   25.5   0.21   11   10.00   10.0   10.0     Tay   100.0   0.00   0.00   0.00   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00   0.00   0.00     Tay   110.0   0.00   0.00   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00     Tay   100.0   0.00   0.00   0.00     Tay   100.0   0.00   0.00     Tay   100.0   0.00   0.00     Tay   100.0   0.00   0.00     Tay   100.0   0.00   0.00     Tay   100.0   0.00   0.00     Tay   100.0   0.00   0.00     Tay   100.0     Tay   100.0	Tay   755.7   0.94   37.1   0.11   At   211.7   At.94   2.08   40.7     Tay   755.7   0.94   37.1   0.11   At   211.7   At.94   2.08   40.7     Tay   160.0   0.56   25.5   0.21   At.94   At.94   2.08   At.94     Tay   160.0   0.56   25.5   0.21   At.94   At.94   At.94     At.   25.5   25.5   0.21   At.94   At.94   At.94     At.   25.5   25.5   2.5   At.94   At.94     At.   25.5   25.5   25.5   At.94   At.94     At.   25.5   25.5   At.94   At.94     At.   25.5   25.5   At.94   At.94     At.   25.5   25.5   At.94   At.94     At.   25.5   25.5   At.94   At.94     At.   25.5   25.5   At.94   At.94     At.   25.5   25.5   At.94     At.   25.5   25.5   At.94     At.   25.5   25.5   At.94     At.   25.5   25.5   At.94     At.   25.5   At.94   At.94     At.   25.5   At.94     At.   25.5   At.94     At.   25.5     At.   25.5   At.94     At.   25.5     At.									203.A	24.71	3.18	110.8	3.0
	Tay   752.7   0.00   37.1   0.11   A1   0.83   3.06   40.7     Tay   752.7   0.00   37.1   0.11   A1   40.4   A1.04   2.88   31.1     Tay   160.6   725.5   0.21   41   40.4   A1.06   1.86   A1.0     Tay   160.6   725.5   0.21   41   70.2   70.2   70.2     Tay   171.5   0.20   0.40   0.40   1.21   1.11   1.2.     Tay   17.7   0.70   0.0   0.40   1.20   1.0   1.0     Tay   17.7   0.70   0.0   0.70   1.0   1.0     Tay   110.7   0.70   0.00   0.70   1.0     Tay   110.7   0.70   0.70   0.70   1.0     Tay   110.7   0.70   0.70   0.70   1.0     Tay   17.7   0.70   0.70   0.70   0.70   0.70     Tay   17.7   0.70   0.70   0.70   0.70   0.70     Tay   17.7   0.70   0.70   0.70   0.70   0.70     Tay   17.7   0.70   0.70   0.70   0.70     Tay   17.8   0.70   0.70   0.70   0.70     Tay   17.9   0.70   0.70   0.70   0.70     Tay   1.70   0.70   0.70   0.70   0.70     Tay   1.70   0.70   0.70   0.70   0.70     Tay   1.70   0.70   0.70   0.70   0.70     Tay   1.70   0.70   0.70   0.70     Tay   1.70   0.70   0.70   0.70     Tay   1.70   0.70   0.70     Tay   1.70   0.70   0.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70   0.70     Tay   1.70   0.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.70     Tay   1.70   0.7	TT	:		1		:		9	114.0	1 3.26	1.78	67.0	2.2
	Tet	Tet							5		9.83	3.08	1.04	*.
TTT	TTT   169. N   0.36   25.5   0.21   91   95.2   56.35   1.30   18.8   1.53   1.54   1.54   1.55	TTT   160.8   0.26   54   56   56   56   56   56   56   5	1112		- 14	- 14	6	-	- 1	211.7	A 1.04	2. RA	1	6.0
THE TAGG.N 0.26 25.5 0.21 F 91 65.7 54.35 1.30 19.8  AND STATE TO THE TAGGE TO TAGGE TO T	Tet	TTT		,		,		,		C	16.06	1.49	0.4	0.5
### 2 2011.1 0.79 96.9 0.61 81 41.8 24.7 1.53 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.	##2 201.1 0.79 96.9 0.60 80 8.8 48.18 3.31 42.8 6.3 6.3 6.1 17.5 0.60 17.0 96.9 0.60 17.0 18.0 18.0 0.50 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.	##2 2r1.1 0.79 96.9 0.60 80.8 ##.18 3.31 #2.8 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3					b	K	•		1		J.	
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### 2 201.1 0.79 96.9 0.80 80.8 48.18 3.31 42.8 61 41.2 20.8 41.3 1.3 1 42.8 61 41.3 20.8 2 0.64 19.8 61 41.3 20.8 2 0.64 19.8 61 41.8 1.3 1.3 1	### 2 201.1 0.79 96.9 0.80 88.8 ##.18 3.31 92.8 81.0 9.6	### 2 201.1 0.79 96.9 0.80 80.8 48.18 3.31 42.8 61 41.8 20.8 4.8 19.8 61 41.8 20.8 19.8 19.8 61 41.8 19.8 19.8 61 41.8 19.8 19.8 61 41.8 19.8 19.8 19.8 19.8 19.8 19.8 19.8 1							<u>.</u>	K - 1 -	24.76	1.53	ė	•
### 2 201.1 0.79 96.9 0.80 88.8 ##.18 3.31 42.8 19.8   ## 41.1 20.42 0.64 19.0   ## 41.1 20.47 0.55 19.4   ## 41.1 20.47 0.55 19.4   ## 50.47 0.55 19.4   ## 50.4 15.1 0.59 10.1   ## 50.4 15.1 0.50 19.0   ## 50.4 15.1 0.20 19.0 0.10 : ## 11.4 22.51 0.82 14.7   ## 11.8 69.4 0.77 12.4 0.10 : ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0   ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0    ## 4.1 20.0	### 2 201.1 0.79 96.9 0.80 88.8 ##.18 3.31 42.8 19.8   ### 12.8 20.27 0.55 19.0   ### 15.1 20.27 0.55 19.0   ### 15.1 20.27 0.55 19.0   ### 17.8 11.8 0.70 19.0 0.16 : 68 39.9 77.89 0.62 18.7   ### 15.0 19.0 0.16 : 68 39.9 77.89 0.62 18.7   ### 15.0 19.0 0.16 : 68 39.9 77.89 0.62 18.7   ### 15.0 0.75 0.75 : 81 57.8 89.77 0.79 37.8   ### 15.0 0.75 0.75 : 81 57.8 89.77 0.79 37.8   ### 17.9 69.6 0.77 12.5 0.10 : 81 87.4 100.00 0.87 7.7 7.7   ### 17.9 69.6 0.77 12.5 0.10 : 81 87.4 100.00 0.87 7.7 7.7   ### 15.0 0.51 12.5 0.10 : 81 87.4 100.00 0.87 7.7 7.7   ### 15.0 0.70 1.51 651.8 5.80 : 68 152.0 1.77 1.75 189.8   ### 15.0 0.70 1.51 651.8 5.80 : 68 152.0 1.75 1.75 189.8   ### 15.0 0.70 1.70 0.70 1.70 0.70 1.70 0.70 1.70 0.70   ### 15.0 0.70 1.70 0.70 0.70 0.70 1.70 0.70 0.	### 2 201.1 0.79 96.9 0.80 88.8 ##.18 3.31 42.8 19.8							9	31.0	18.89	0.50	•	0.1
17.5   171.5   0.67   129.5   1.07   18.0   19.0	10   10   10   10   10   10   10   10	17.5   17.5   1.07   1.07   1.0   10.0   1	•		- 5	70		G	a	q	41.18			4. 48
745   71.4   0.67   129.5   1.07   80   80.0   86.63   2.08   30.27   3.08   31.1   3.1	745 171.4 0.67 129.5 1.07 : RD 80.0 46.63 2.09 60.4 38.2 16.1 11.1 18.7 16.0 17.6 17.6 17.6 17.6 17.6 17.6 17.6 17.6	745   71.4   0.67   129.5   1.07   80   80.0   86.63   2.08   30.2   30.8   31.1   3.1			•	•					20.42	4		0
17.5   171.5   0.67   129.5   1.07   RD   80.0   86.63   2.98   A0.8	Yes   171.5   0.67   129.5   1.07   180   80.0   86.63   2.98   40.4	17.5   171.5   1.07   129.5   1.07   180   80.0   86.63   2.98   40.48   1.05			<u>!</u>		i		-	5	20.27	0.55		0
745 171.4 0.67 129.5 1.07 : RD 60.0 46.63 2.98 60.4 140 51.4 20.51 0.69 38.2 60 14.7 0.71 0.70 17.0 17.0 17.0 18.3 540 114.7 0.45 65.0 0.76 : 68 39.0 77.89 0.62 14.7 40 57.8 0.77 0.70 37.4 40.77 0.79 37.4 40 0.75 0.01 0.40 37.4 40 0.70 0.70 37.4 40 0.70 0.70 37.4 40 0.70 0.70 0.70 0.70 0.70 0.70 0.7	17   17   17   129.5   1.07   18   18   18   18   18   18   18   1	745 171.4 0.67 129.5 1.07 : RD 60.0 46.63 2.98 60.48  340 51.5 0.20 19.0 0.16 : GP 30.9 77.89 0.62 18.7  340 114.7 0.85 65.0 0.59 : RI 57.0 89.77 0.79 32.4  441 14.8 0.74 6.9 0.76 : GI 17.7 71.39 0.17 8.9  370 77.5 0.13 9.0 0.76 : GI 17.7 71.39 0.17 8.9  1 179 69.6 0.27 12.5 0.10 : LT 97.7 10.00 1.57 7.7  1 188 386.9 1.51 651.9 5.80 : GR 152.6 1.51 180.9  41 10.0 2.0 1.51 651.9 5.80 : GR 152.6 1.7 1.7 1.80 1.7 1.80 1.87 7.7  41 10.0 2.0 1.51 651.9 5.80 : GR 152.6 1.7 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.80 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7							3	30.4	15.13	1.11	•	1.3
745 171.4 0.67 129.4 1.07 : RD 80.0 46.63 2.98 A0.4  TAP 51.5 C.20 19.0 0.16 : GP 10.7 0.71 0.20 18.7  549 114.7 0.45 65.0 0.16 : GP 39.0 77.49 0.62 14.7  441 14.7 0.75 0.50 0.76 : GL 17.7 71.39 0.17 2.0  370 77.3 0.11 9.0 0.76 : GL 17.7 71.39 0.17 4.9  1 179 69.4 0.77 12.4 0.10 : LT 41.1 A1.90 0.47 2.0  1 164 3.86.4 1.51 651.4 5.40 : GR 152.4 39.45 2.34 2.7 14.9  1 164 3.86.4 1.51 651.4 5.40 : GR 152.4 39.45 2.34 2.7 140.4	745 171.4 0.67 129.4 1.07 : 80 80.0 46.63 2.98 A0.4  140 51.5 0.20 19.0 0.16 : GP 10.7 0.71 0.20 18.7  154 116.7 0.85 65.0 0.56 : BI 57.0 80.77 0.79 37.4  154 116.7 0.75 0.76 : GI 17.7 71.30 0.17 8.0  170 77.5 0.11 9.0 0.70 : LI 91.1 0.10 0.15 7.7  170 60.6 0.27 12.5 0.10 : LI 91.1 0.10 0.57 0.01  170 60.6 0.27 12.5 0.10 : LI 91.1 0.10 0.57 0.01  170 60.6 0.27 12.5 0.10 : LI 91.1 0.10 0.57 7.7  170 60.6 1.51 651.4 5.40 : GR 152.0 1.57 7.7  170 60.6 1.51 651.4 5.40 : GR 152.0 1.57 1.20 5.04	745 171.4 0.67 129.4 1.07 : 80 80.0 46.63 2.98 A0.4  140 50.0 16.7 0.16 : 60 16.7 0.71 0.70 18.7  154 116.7 0.71 0.20 19.0 0.16 : 60 16.7 0.71 0.20 18.7  154 116.7 0.45 65.0 0.16 : 61 57.8 49.77 0.79 37.4  40 57.8 49.67 2.15 37.4  40 57.8 49.67 2.15 37.4  40 57.8 49.67 2.15 37.4  40 57.8 49.67 2.15 37.4  40 57.8 49.67 2.15 37.4  40 67.8 49.67 2.15 97.8  40 67.8 49.67 2.15 97.8  40 67.8 49.67 2.15 97.8  40 67.8 49.67 2.15 97.8  40 67.8 49.67 2.15 97.8  40 67.8 49.67 2.15 97.8  40 67.8 49.67 2.15 18.7  40 67.8 49.8 1.51 18.7  40 67.8 15.8 15.8 15.8  40 67.8 15.8 15.8 15.8  40 67.8 15.8 15.8 15.8  40 67.8 15.8 15.8 15.8  40 67.8 15.8 15.8 15.8  40 67.8 15.8 15.8 15.8  40 67.8 15.8 15.8 15.8  40 67.8 15.8  40 67.8 15.8  40												
HI   50.4 29.51   0.69   38.2	HI SO. 7 29.31 0.69 38.2  IA-111 349 51.5 0.20 19.0 0.16 : GR 39.9 77.89 0.65 12.6  IA-113 549 114.7 0.84 65.0 0.59 : RI 57.8 90.77 0.87 8.3  IA-114 549 114.7 0.94 6.9 0.76 : GI 10.7 71.39 0.17 8.9  IA-117 370 77.5 0.11 9.0 0.77 : GR 27.7 100.00 (.83 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	HI   SO, A   29.51   0.69   38.2	HHH- 8.7 W	1	171.5	0.67	29.	2	t	80.0	46.63	2.98	¥0.	6.1
	A-	A-							ī	50°	29.51	0.69	38	0
GP   16.7   9.71   0.76   17.7   12.7   17.7   17.30   17.7   1	GP   16.7   9.71   17.6   17.6   17.6   17.6   17.6   17.6   18.7     Section   116.7   10.85   65.0   10.59   18.7   11.6   27.51   0.82   18.7     Section   116.7   10.85   65.0   10.59   11.6   27.5   10.87   10.79   17.8     Section   116.7   10.85   65.0   10.75   12.5   17.8     Section   17.7   17.7   17.7   17.7   17.7   17.7   17.7     Section   17.8   69.6   0.75   12.8   0.10   10.7   11.90   1.57   12.7     Section   11.51   651.8   5.80   18.7   17.6   17.7   18.9     Section   11.7   11.7   11.7   11.7   11.8     Section   11.7   11.7   11.7   11.7     Section   11.7   11.7   11.7     Section   11.7   11.7   11.7     Section   11.7   11.7   11.7     Section   11.7   11.7   11.7     Section   11.7   11.7   11.7     Section   11.7     Section								ا 9	7	14.15	0.38		0
AB-JIJ 549 116.7 0.85 05.0 0.16 : GR 39.0 77.49 0.62 18.7  AB-JIJ 549 116.7 0.85 05.0 0.59 : RL 57.9 89.77 0.79 37.8 60.0 57.8 89.67 2.15 37.3 57.8 89.67 2.15 37.3 57.8 89.67 2.15 37.3 57.8 89.67 2.15 37.3 57.8 89.67 2.15 37.3 57.3 57.8 89.67 2.15 37.3 5.0 5.0 5.8 5.0 5.0 5.8 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	AB-JII 554 114.7 0.85 65.0 0.16 : GR 39.9 77.89 0.62 18.7  AB-JII 554 114.7 0.85 65.0 0.56 : RL 57.8 89.67 2.15 37.3  AB-NWW 179 69.4 0.77 12.8 0.10 : LT 87.1 100.00 0.81 8.7  AB-WWW 179 69.4 0.27 12.8 0.10 : LT 87.1 100.00 0.81 8.7  AB-WWW 179 69.4 0.27 12.8 0.10 : LT 87.1 100.00 0.81 8.7  AB-WWW 179 69.4 0.27 12.8 0.10 : LT 87.1 100.00 0.81 8.7  AB-WWW 179 69.4 1.51 651.8 5.80 : GR 152.4 39.85 2.38 27.0  AB-XEK 1688 386.8 1.51 651.8 5.80 : GR 152.4 30.85 2.38 27.0  AB-XEK 1688 386.8 1.51 651.8 5.80 : GR 152.4 30.85 2.38 27.0  AB-XEK 1688 386.8 1.51 651.8 5.80 : GR 152.4 30.85 1.75 188.7  BL 37.5 8.65 1.22 55.8	AB-LII 340 51.5 C.20 19.0 0.16 : GR 39.0 77.00 0.62 10.7  AB-LIJ 550 116.7 0.76 65.0 0.76 : GL 17.7 71.30 0.17 2.15 37.3 10.00 1.8 1 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1	!						9	14.7	0.71	0.76	12.6	•
Li   11.6   27.51   0.42   4.3	## 11.6 22.51 0.82 8.3  ##-Jij 559 116.7 0.85 65.0 0.59 81 57.8 89.67 2.15 37.3  ##-KET 84 116.7 0.76 6.9 0.76 6L 17.7 71.39 0.17 8.9  ##-LT 370 77.5 0.11 9.0 0.77 68 27.7 100.00 0.17 8.9  ##-KET 370 77.5 0.11 9.0 0.77 68 27.7 100.00 0.15 7.7  ##-KET 370 69.6 0.27 12.7 0.10 . 1 87.1 61.90 1.57 7.7  ##-KET 168 188.8 1.51 651.8 5.80 6R 152.6 19.95 2.30 27.0  ##-KET 168 188.8 1.51 651.8 5.80 6R 152.6 1.75 188.7  ##-KET 168 188.8 1.21 189.8 1.21 189.8  ## 37.5 8.65 1.22 56.8	AB-J.1J 559 11A.7 0.85 65.0 0.56 : RL 57.9 80.77 0.79 32.9 66 0.7 0.57 2.15 37.3 66 0.7 0.57 2.15 37.3 66 0.7 0.57 2.15 37.3 66 0.7 0.57 2.01 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8	7	4	•	6-20		9	ي	•	÷	•		0. 50
AN-MINE SAPE 11A.7 0.85 65.0 0.59 37.4 89.77 0.79 37.4 10.14 15.15 37.3 10.14 15.1 15.1 15.1 15.1 15.1 15.1 15.1 1	##-Mer and 116.7 0.85 65.0 0.59 37.8 89.77 0.79 37.8 87.8 87.8 37.3 2.15 37.3 66 0.7 0.57 0.01 0.79 37.3 66 0.7 0.57 0.01 0.8 37.3 66 0.7 0.57 0.01 0.8 37.3 0.16 0.16 0.16 0.16 0.16 0.00 0.16 0.16	AB-JIJ 549 116.7 0.85 65.0 0.59 87.8 89.77 0.79 37.8 89.85 2.15 37.3 66 0.7 0.57 0.01 0.79 37.8 89.87 0.7 0.57 0.01 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8	1		ı i				1	11.4	1.	0.42		0.30
AB-JIJ 5549 116.3 0.85 05.0 0.59 81 57.9 80.77 0.79 37.8 1 57.8 10.7 0.79 37.8 1 57.8 10.7 0.79 37.8 1 57.8 10.85 1.5 37.3 1 6.0 0.76 61 1.7 71.39 0.17 1.9 1.0 1.8 1 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	AA-XEK 164 165 0.76 65.0 0.76 10. 17.0 80.77 0.79 37.4 17.40 17.7 17.37 0.79 37.4 17.40 17.7 17.37 0.79 37.4 17.40 17.7 17.37 0.70 17.7 17.37 0.70 17.7 17.37 0.70 17.7 17.37 0.70 17.7 17.37 0.70 17.7 17.37 0.70 17.7 17.37	AB-JIJ 549 116.7 0.85 05.0 0.59 81 57.9 80.77 0.79 37.8 1 10.7 10.79 37.8 1 10.7 10.79 37.8 1 10.7 10.79 37.8 1 10.7 10.79 37.8 1 10.7 10.79 37.8 1 10.7 10.79 10.											1	
### 14.0 57.4 #\$6.0 2.15 57.5 ### #### 20.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 5.15 57.5 57.	#A1 14.7 0.74 6.9 0.76 : GL 17.7 71.39 0.17 6.9 7.5 37.5 37.5 37.5 37.5 37.5 37.5 37.5		2	. 54	•		65.0				•	0.70	32.4	0.93
### 14.7 0.74 6.9 0.76 : GL 17.7 71.39 0.17 8.9  370 77.5 0.11 9.0 0.77 : GP 27.7 100.00 0.85 0.0  179 69.4 0.27 12.5 0.10 : LT 91.1 A1.90 0.85 7.7 7.7  164 386.4 1.51 651.4 5.40 : GR 152.6 19.85 2.34 27 10.0  H 84.7 22.64 1.21 189.4	#X1 14.7 0.74 6.9 0.76 : GL 17.7 71.39 0.17 4.9 2.0								₽ ;	F .	•	2.15	2.0	
370 77.3 0.74 6.9 0.76 : GL 15.7 71.39 0.17 6.0  370 77.5 0.11 9.0 0.77 : GP 27.4 100.00 C.85 9.0  179 69.4 0.27 12.4 0.10 : LT 41.1 A1.90 1.57 7.7  168 152.4 5.40 : GR 152.4 5.40 : GR 152.4 10.40 1.7 14.90  16 112.7 1.21 140.4  17.9 69.4 1.51 651.4 5.40 : GR 152.4 10.40 1.7 14.90  18.9 2.9 8 1.21 140.4	370 77.5 0.11 9.0 0.76 : GL 15.7 71.39 0.17 4.9  370 77.5 0.11 9.0 0.07 : GR 27.7 100.00 C.43 0.0  179 69.6 0.27 12.5 0.10 : b.7 41.1 61.90 1.57 7.7  1844 3864 1.51 651.4 5.40 : GR 152.6 19.45 2.36 257.0  GL 112.7 26.96 1.75 184.7  BL 88.7 22.94 1.75 189.4								٩	•		10.0	:	•
370 27.5 n.11 9.0 n.17; 6R 27.4 100.00 C.45 9.0 i 179 69.6 0.27 12.5 0.10; kT 41.1 h1.90 1.57 7.7 7.7 i 189 25.6 35.0 C.41 4.7 1.7 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8	370 77.5 A.11 9.0 B.C7; 6R 27.4 100.00 C.85 0.0  1 179 69.4 0.27 12.5 0.10; LT 91.1 A1.90 1.57 7.7  ( 1584 19.5 651.4 5.80; GR 152.6 19.85 2.36 257.0  GL 112.7 25.96 1.75 189.8  BL 86.7 22.98 1.21 189.8  ET 31.5 A.65 1.22 55.8	-EEE 3TD 272.3 A.11 9.0 B.FT : 68 27.4 100.00 C.83 9.0 -8MM 179 692.4 0.27 12.4 0.10 : LT 91.1 A1.90 1.57 7.7 7.7 -7.7 -7.8 100.00 1.57 7.7 7.7 -7.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1	111-111	148	14.4	0.94	9.0	96.		13.4	F	0.17	9.0	0.1
179   60.4   0.27   12.5   0.10   LT   0.1   1.90   1.57   7.7   1.7   1.7   1.5   1.5   1.5   1.7   1.7   1.7   1.5	170 57.5 A.11 9.0 B.CT; 68 27.4 100.00 C.45 9.0 0.0 1 179 69.4 0.27 12.5 0.10; bT 91.1 A1.90 1.57 7.7 1.7 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8	-NNW 179 69.6 0.27 12.5 0.10; LT 47.1 100.00 C.43 9.0  -NNW 179 69.6 0.27 12.5 0.10; LT 47.1 1.1.90 1.57 7.7  -NUM 179 69.6 0.27 12.5 0.10; LT 47.1 1.1.90 1.57 7.7  -NUM 179 69.6 0.27 12.5 0.10; LT 47.1 1.1.90 1.57 7.7  -NUM 179 69.6 0.27 12.5 0.10  -NUM 179 69.7 1.7 1.7 1.7 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8							3	:	28	0.16	2.0	0.1
179 60.6 0.27 12.5 0.10 : LT 41.1 61.90 1.57 7.7   CD 26.6 36.10 C.41 4.7   CD 26.6 36.10 C.41 4.7   CD 26.6 36.10 C.41 4.7   CD 36.6 1.7   CD 36.6   CD 36.6   CD 36.6   CD 36.6   CD 36.6   CD 36.	179 69.6 0.27 12.5 0.10 : bT 91.1 61.90 1.57 7.7   1.5   1	-XXX 1ARA 38A.4 1.51 651.4 5.40 GR 152.4 71.90 1.57 7.7  -XXX 1ARA 38A.4 1.51 651.4 5.40 GR 152.4 39.45 2.38 247.0  -XXX 1ARA 38A.4 1.51 651.4 5.40 GR 152.4 19.45 2.38 247.0  -AAA 517 10RA.7 8.24 1.60.6 8.45 HL 52A.4 48.57 7.57 272.3	TAILURY -	3.10	77.3	0.11	0.0		•	57.4	100.0	6.63	0.0	0.31
A-NEW 179 60.6 0.27 12.5 0.10 : bT 41.1 61.90 1.57 7.7  GD 26.6 36.10 C.41 4.7  A-X4X 1684 366.4 1.51 651.4 5.40 : GR 192.6 19.45 2.36 257.0  GL 112. 26.94 1.21 140.4  FL 31.5 8.65 1.22 56.4	A-KEK 1688 386.9 1.51 651.8 5.80 : GF 26.5 39.10 C.41 8.7 7.7 4.7 4.8 16.9 1.57 7.7 4.7 4.8 16.9 1.51 651.8 5.80 : GE 112.0 26.9 1.75 189.8 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75	-XXX 1684 366.4 0.27 12.5 0.10; LT 43.1 61.90 1.57 7.7  -XXX 1684 366.4 1.51 651.4 5.40; GR 152.6 36.90 1.75 189.7  -XXX 1684 366.4 1.51 651.4 5.40; GL 112.0 24.90 1.75 189.7  -B 86.7 22.94 1.21 189.4  -B 6 517 1084.7 8.20 1.60.6 8.65; ML 526.4 48.57 7.17 272.5	)   									•		
GP 26.5 3F.10 C.41 4.7 4-X4X 1644 560.4 5.40 GR 197.4 30.45 2.3A 257.0 GL 117.7 24.96 1.75 169.7 AL 86.7 27.94 1.21 149.4 bT 31.5 8.65 1.22 56.4	60 26.5 3F.10 C.41 B.7 4-X4X 1664 386.4 1.51 651.4 5.40; GR 192.6 10.45 2.36 257.0 GL 112.0 24.96 1.75 189.4 RL 86.7 22.94 1.21 189.4 bT 37.5 8.65 1.22 56.4		•	179	4.04	•	٠.	61.		4.1.1	A 1.90	•	7.7	0.0
4-X4X 1684 366.9 1.51 651.9 5.80 3 GR 195.6 19.95 2.38 257.0 GL 112.0 25.96 1.75 169.7 BL 86.7 22.98 1.21 189.9 bT 31.5 8.65 1.22 56.8	4-XXX 1AR4 384.9 1.51 651.4 5.40 : GR 192.A 70.45 2.3A 257.0 GL 112.A 24.9A 1.75 1AR.7 PR 8R.7 22.9A 1.21 1A0.4 PT 37.5 A.65 1.22 5A.4	-XXX 1AR4 30A.4 1.51 651.4 5.40 : GR 152.A 39.45 2.3A 247.0  GL 112.A 24.96 1.75 10A.7  RL 8A.7 22.9A 1.21 189.4  LT 37.5 A.65 1.22 54.4  -844 517 10P4.7 8.24 5.00.6 8.65 : ML 526.A 48.57 7.17 272.3		1					99	26.5	30.10	C.41		-
GL 112,0 24,96 1.75 189,7 PL 84,7 27,98 1.21 189,4 LT 31,9 8,65 1.22 56,8	GL 112,1 24,96 1.75 188,7 PR 88,7 22,98 1,21 180,8	GL 112.0 24.96 1.75 188.7 2.98 1.21 189.4	÷	ě	9	•	51.	5		157.6	30.	~	0	
84.7 27.98 1.21 189.8 37.5 8.65 1.22 54.8	PL 84.7 27.94 1.21 149. LT 37.5 A.65 1.22 5A.	PL 84.7 22.98 1.21 189.8 LT 31.5 R.65 1.22 54.8 -888 517 1088.7 8.24 5.00.6 8.65 H. 526.4 88.57 7.17 272.3							9	112.0	2 4.	~		
31.5 A.65 1.22 54.4	LI 31.5 A.05 1.22 5A	-644 517 1064.1 4.24 1060.6 4.65; M. 526.4 48.57 7:17 272.3							<u>ا</u>	84.7	22.9	1.21	100	3.7
		-666 517 1086.3 8.24 560.6 8.65 ML 526.6 88.57 7.17 272.5		Ì	1	1			5	31.5	A.	1.22	34.	-

###-CGC   153   1609-3   0.401   256.0   2.15   16.0   31.71   21.70   4.15   6	### - CCC [ 15] [ 642-7	HABEL T	UISY.	DIX/CEA	101	404/40×	101		P DX / DAY	101	- 1	WFM/DAV	200
### - CC   [15] [402.7] 6.46   294.9   2.15   GP   937.2   31.7   6.39   82.2    ### - CC   [15] [402.7] 6.41   294.9   2.15   GP   937.2   31.7   6.39   92.2    ### - CC   [15] [402.7] 6.41   294.9   2.15   GP   937.2   31.7   6.39   92.2    ### - CC   [15] [402.7] 6.41   294.9   2.15   GP   197.2    ### - CC   [15] [402.7] 6.41   294.9   2.15   GP   197.2    ### - CC   [15] [402.7] 6.41   294.9   2.15   GP   197.2    ### - CC   [15] [402.7] 6.41   294.9   2.15   GP   197.2    ### - CC   [15] [402.7] 6.41   106.4   0.41   106.7   2.15   10.2    ### - CC   [15] [402.7] 6.41   106.4   0.41   106.4   10.2    ### - CC   [15] [402.7] 6.41   106.4   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   10.4   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   27.7   6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   27.7   6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   27.7   6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   27.7   6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   27.7   6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   27.7   6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   10.4   10.4   10.4    ### - CC   [15] [402.7] 6.41   10.4   10.4    ### - CC   [15] [402.7] 6.41   10.4   10.4    ### - CC   [15] [402.7] 6.41   10.4    ### - CC   [15] [402.7] 6.41   10.4    ### - CC   [15] [402.7] 6.41   10.4    ### - CC   [15] [402.7] 6.41   10.4    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41    ### - CC   [15] [402.7] 6.41	### - CC   [15] [402.1   6.41   234.0   2.15   6.6   937.2   31.7   5.5   9.5   9.1    ### - CC   [15] [402.1   6.41   234.0   2.15   6.6   937.2   31.7   5.5   9.5   9.1    ### - CC   [15] [402.1   6.41   234.0   2.15   6.6   937.2   31.7   5.5   9.1    ### - CC   [15] [402.1   6.41   234.0   2.15   6.6   937.2   31.7   5.5   9.1    ### - CC   [15] [402.1   6.41   106.4   0.48   11   16.7   0.20   11.7   0.20   12.2    ### - CC   [15] [402.1   6.41   106.4   0.48   11   16.2   0.21   0.21   0.21   0.21    ### - CC   [15] [402.1   6.41   106.4   0.48   11   16.2   0.21   0.21   0.21   0.21    ### - CC   [15] [402.1   6.41   106.4   0.48   11   16.2   0.21   0.21   0.21   0.21    ### - CC   [15] [402.1   6.41   106.4   0.48   11.4   16.2   0.21   0.21   0.21   0.21    ### - CC   [15] [402.1   6.41   12.2   1.2   1.2   0.2   0.2   0.2   0.2    ### - CC   [15] [402.1   6.41   12.2   0.41   1.2   0.2   0.2   0.2   0.2    ### - CC   [15] [402.1   6.42   0.41   0.41   0.2   0.41   0.2   0.4   0.2    ### - CC   [15] [402.1   6.42   0.42   0.42   0.4   0.4   0.2   0.4    ### - CC   [15] [402.1   6.42   0.4   0.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.41   1.3   6.42   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.41   1.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   6.4   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   0.4   0.4   0.4   0.4    ### - CC   [15] [402.1   0.4							ء ر ج	171.2	15.79	2.67		2
Вим-ссс         143         642,1         6.61         236,0         231,4         31,75         6.39         67,2         67,1         67,1         67,1         67,1         67,2         67,1         67,1         67,2         67,1         67,2         67,1         67,2         67,1         67,2         67,1         67,2         67,1         67,2         67,1         67,2         67,1         67,2         67,1         67,2	BIRN-HILL   147   144			!	í			£					0
NHH-DUL   353   RAN, 0   N, 14   283, 7   2, 15   66   402, 4   71, 11   5, 29   54, 29   57, 29	No.   No.	۲	ď	692.	•	258.9	.15		37.	31.75	6.39	82.2	2.7
REMINDENT STATES AND S	190.2   13.4.   4.74   27.9		- 1	- 1	- 1			- 1		25.67	5.01	64.5	1.69
###-DUL 353 #A73-0 3.14 283.5 2.15 GG 402-4 40.11 6.29 187.2  ####-DUL 353 #A73-0 3.14 283.5 2.15 GG 202-4 40.11 6.29 187.2  ####-DUL 353 #A73-0 0.01 106.4 0.48 71 16.20.5 71.11 2.20 77.4  ##################################	1871   1872   1874   6718   77.6   1874   1874   77.6   1874   1874   77.6   1874   77.6   1874   77.6   1874   77.6   1874   77.6   1874   77.6							ತ :	_ `	21.17	5.59	54°E	1.07
НИМ -ПОВ 353 R03.0 3.14 2083.7 7.15 : 68 402.4 40.11 6.20 127.2  ### 166.206.6 27.10 2.73 65.7 65.7 66.7 66.40 1.70 2.73 65.7 65.7 66.7 66.7 66.7 7.10 2.2	ВВРВ-НИН         246         247.5         56         400.4         40.11         24.5         24.5         24.6         27.10         27.3         45.7         47.6         27.3         45.7         47.6         27.3         45.7         47.6         27.3         45.7         47.6         27.3         45.7         45.7         47.7         47.7         47.7         47.6         27.6         47.6							3		17.4		27.4	2
НИМ-ПОВ 353 МГЗ, О 1318 283.7 2.15 : 66 202.6 25.94 3.22 142.2  М1 180.7 2.11 2.35 95.7 9.7 9.1 106.8 0.78 1 1.1 180.7 71.11 2.25 75.6 75.6 1 1.1 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1	НИМ-ПОВ 353 МП3, 9 3,118 283,7 2,15 68 802,8 40,11 6,29 1872  М1 186,7 24,16 2,33 65,3 65,3 66,1 186,7 74,16 2,33 65,3 65,3 65,3 65,3 65,3 65,3 65,3 6	1	}				:		•				
106.2   213.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.53   71.6   2.54   2.55   71.6   2.54   2.55   71.6   2.54   2.55   71.6   2.54   2.55   71.6   2.54   2.56	10   10   10   10   10   10   10   10	488 -DUD	353		-	63	• 15		.02.	10.11	6.20	147.2	4 . 82
## 186.7 231.6 2.53 65.7 6.91 106.8 0.98 1 M 1 166.7 71.16 2.53 65.7 7.5 6 W 1 166.7 6.8 0.20 M.	### 186.7 271.6 2.53 65.7 6.91 106.8 66.8 1 M 166.7 771.1 2.20 75.6 EBBB-WHH 249 225.1 6.75 74.7 74.7 76.2 2 70.4 1.75 71.5 2 70.4 1.76 21.9 EBBB-WHH 249 225.1 6.75 74.7 74.7 76.2 2 70.4 1.75 71.5 1 6.75 71.5 1 6.3 17.5 1 6.3 1 6.3 17.5 1 6.3				,			2	208.5	25.94	3.25	77.6	2.4
###-EEE	### 656 #*# 172-1 0.091 106.8 0.88 3 NL 166.7 68.80 0.274 75.6 BHH-656 #*# 172-1 0.091 106.8 0.88 3 NL 166.7 68.80 0.99 11.5							₹ '	186.7	21.16	2.53	65.7	7.0
###-EEE 655 513.7 0.01 106.8 0.88 : ML 166.7 71.11 2.26 75.6  BHB-FFF 553 8P-A 0.35 8P-A 0.35 8P-A 0.41 : GL 60.7 6R.89 0.09 17.5  BHB-FFF 553 8P-A 0.35 8P-A 0.41 : GL 60.7 6R.89 0.09 17.5  BHB-FFF 553 8P-A 0.37 78.7 0.62 : RO 105.7 61.20 3.02 85.7  BHB-FFF 553 8P-A 0.47 78.7 0.62 : RO 105.7 61.20 3.02 85.7  BHB-HHH 240 224.1 0.4P 58.1 0.8B : RO 17.5 10.60 11.51 0.39 11.5  BHB-JJJ 773 178.A 0.4P 58.1 0.8B : RO 17.5 10.60 0.89 11.3  BHB-HHH 270 224.1 0.4P 58.1 0.8B : RO 17.5 10.60 11.67 11.3  BHB-HHH 270 273 178.A 0.4P 58.7 0.3B : GL 131.8 75.29 2.05 10.8P 11.3  BHB-LLL 197 88.0 0.17 8.7 0.3P : GL 131.8 75.29 2.05 10.8P 15.3  BHR-HH 47 88.0 0.17 8.7 0.47 : GP 88.71 15.7 10.10 0.0 0.89 8.2  BHR-HH 577 88.0 0.17 8.7 0.47 : GP 88.71 100.00 0.00 1.8P 74.2  BHR-HH 577 88.0 0.17 8.7 0.47 : GP 88.71 100.00 0.00 10.8P 10.8  BHR-HH 577 207H 338.F 1.31 605.6 7.77 : GP 80.7 76.8P 2.4B 875.7  CCC-888 579 10.37 8.20 1183.7 9.8B : RL 190.0 17.8P 2.97 84.7 16.8P 194.8 11.3P 10.8P 10.	###-FEE 65% 733.7 0.01 100.8 MI 160.7 71.11 2.26 75.0  ### 7 70.25 0.30 11.0  ### 7 70.25 0.30 11.0  ### 7 70.27 0.30 11.0  ### 666 0.30 17.10  ### 7 70.27 0.30 11.31  ### 7 70.20 0.30 11.30  ### 7 70.20 0.30  ### 7 70.20							3	•	0.80	6.2	2.3	0.2
BNB-FFF         5         3         Br. A         0.35         176         21.9           BNB-FFF         5         3         6         19.7         6         19.7         6         10.30         13.5           BNB-FFF         5         3         0.01         1         5         1         27.9         11.51         0.36         15.4           BNB-HHH         2         2         2         2         4         10.5         4         10.5         3.92         45.7           BNB-HHH         2         2         2         4         10.5         2         4         10.5         3.00         15.4         15.4         15.6         3.7         15.6         3.7         15.6         15.4         15.6         15.4         15.6         15.4         15.6         15.4         15.6         15.4         15.6	БВВ - РРБ   543   ВР- А	BAN-EEE	858	231.7	16.0	106.4	4	ł	166.7	71.11	2.26		1.01
ВВВ-НИН 240         54         10.3         6.25         0.30         № 8           ВВВ-НИН 250         47         7.0         7.0         7.0         11.51         0.0         15.4           ВВВ-НИН 250         47         17.7         7.0         2.0         0.0         13.4         15.4           ВВВ-НИН 250         224.1         7.4         7.6         2.0         0.0         19.2         6.7         15.4         10.2         15.4	ВВВ-НИН 2 4 9 2 2 4 1 0 0 0 1 7 7 7 7 7 7 7 6 2 1 1 6 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1							5	48.2	20.64	1.76	21.0	2.00
ВИВ-FFF         543         ВРКА         0.34         40.0         0.41         GL         27.9         41.51         0.39         15.4           ВНВ-БББ         814         172.1         0.67         74.7         0.62         40         104.4         41.20         3.92         85.7           ВВВ-МИН         24         172.4         41.20         3.92         85.7         80.0         0.00         13.0         <	ВИВ-БРБ         543         ВБ.А         0.35         40.0         0.41         GL         27.9         31.51         0.30         15.4           ВИВ-БББ         41         172.1         0.47         74.7         7.62         37         31.20         3.92         45.7           ВВВ-НИН         25         224.1         0.46         18.1         0.46         18.3         0.46         18.4           ВВВ-НИН         25         224.1         0.46         25.7         0.46         18.3         0.66         18.3           ВИМ-ПП         24         174.4         27.7         27.7         0.67         18.3         18.3         18.3         18.3           ВИМ-ПП         24         174.4         174.4         0.68         18.3         18.3         18.3         18.3           ВИМ-ПП         24         174.4         174.4         0.68         18.3         18.3         18.3         18.3         18.3           ВИМ-ПС         187         0.47         0.77         6         43.1         24.7         18.3         18.3         18.3           ВИМ-КИ         187         0.47         0.47         0.77         6         42.4							3	•i	A. 25	0.30	P. 0	0.20
ВИВ-БББ в 1 8 172.1 0.67 76.7 0.62 2 90 105.7 41.51 0.36 15.9 в 1 1.51 0.36 15.9 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.36 17.8 в 1 1.51 0.37 0.37 0.38 1 1.51 0.37 0.37 0.38 1 1.51 0.38 1 1.51 0.38 1 1.51 0.38 1 1.51 0.38 1 1.51 0.38 1 1.51 0.39 1 1.58 0.38 1 1.51 0.39 1 1.58 0.38 1 1.51 0.39 1 1.58 0.38 1 1.59 0.39 1 1.58 0.39 1 1.59 0.39	ВВВ-НИН 2 49 224.1 0.67 74.7 0.62 2 40 104.7 41.20 3.92 45.7 81.66 414 372.1 0.67 74.7 0.62 2 40 104.2 0.80 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 81.7 16.20 0.80 15.8 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2	BN8 -6+ F	5.43		•	•	-		1.04	68.89	0.03	13.5	1.11
ВИМ-БББ         61         31.7         16.2         3.92         45.7         46.7           ВВВ-НИН         25.4         172.1         0.67         74.7         0.62         31.7         16.20         0.89         17.8           ВВВ-НИН         25.4         0.24         25.4         0.48         8.1         0.89         17.8         6.5         7.2 <t< td=""><td>ВИН-БББ         в 1 72.1         0.67         7 4.7         0.62 : 40         106.7         41.20         31.4         18.20         0.80         17.4           ВВВ-НИН         249         224.1         0.46         58.1         0.48         18.4         19.4         20.40         13.6           ВИН-НИН         249         224.1         0.46         58.1         0.48         18.0         6.58         84.5           ВИН-НИН         249         224.1         0.46         25.4         0.47         1.68         37.6         10.6         11.1           ВИН-НИК         270         0.41         25.4         0.47         1.67         10.6</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>27.9</td><td>11.51</td><td>0.38</td><td>15.4</td><td>0.3</td></t<>	ВИН-БББ         в 1 72.1         0.67         7 4.7         0.62 : 40         106.7         41.20         31.4         18.20         0.80         17.4           ВВВ-НИН         249         224.1         0.46         58.1         0.48         18.4         19.4         20.40         13.6           ВИН-НИН         249         224.1         0.46         58.1         0.48         18.0         6.58         84.5           ВИН-НИН         249         224.1         0.46         25.4         0.47         1.68         37.6         10.6         11.1           ВИН-НИК         270         0.41         25.4         0.47         1.67         10.6								27.9	11.51	0.38	15.4	0.3
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ВВВЬ-МИН 2 4 9 22 4.1	ВВВ-НИН 299 224.1 Г.НР 58.1 О.48 RD 175.5 78.30 6.54 95.5 GL 31.7 18.20 0.67 11.3 GR 5.1 2.27 0.68 11.3 GR 5.1 2.27 0.68 11.3 GR 5.1 2.27 0.68 11.3 GR 5.1 2.27 0.68 11.3 GR 5.1 2.27 0.68 11.3 GR 6.1 25.8 0.21 1.61 23.4 12.20 2.63 11.3 GR 6.21.3 24.1 1.57 10.1 1.61 23.5 11.4 12.20 2.64 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.		!	:	•	•	*0*			01.00	****		
ВВВЬ-МИН         240         724.1         0.46         58.1         0.48         80         115.4         115.4         0.54         6.54         6.54         115.3         115.3         0.54         115.3         115.3         0.66         115.4         7.27         0.06         115.3         0.06         115.3         0.06         115.3         0.06         115.3         0.06         115.3         0.06         115.3         0.06         115.3         0.06         116.3 <t< td=""><td>ВВВ-МИН 249 224.1 Г. ИР 58.1 Г. 18 17.5 78.30 6.58 84.5 18.3 6 6.58 84.5 18.1 18.1 18.1 18.1 18.1 18.1 18.1 18</td><td></td><td></td><td></td><td></td><td></td><td></td><td>ي ا</td><td>31.4</td><td>18.20</td><td>0</td><td>1</td><td>0</td></t<>	ВВВ-МИН 249 224.1 Г. ИР 58.1 Г. 18 17.5 78.30 6.58 84.5 18.3 6 6.58 84.5 18.1 18.1 18.1 18.1 18.1 18.1 18.1 18							ي ا	31.4	18.20	0	1	0
BRH-NNH         270         224.1         C.RR         58.1         0.48         175.8         78.30         6.58         95.5           BHH-III         244         105.7         0.41         25.8         0.21         66         105.8         105.8         10.0         1.3           BHH-III         244         176.0         1.64         25.8         0.21         61         131.8         1.57         10.0           BHH-III         247         1.64         25.7         0.07         26.0         18.0         10.0         <	ВИМ-ИИИ 2°0 22°1 Г.КР 58.1 0.88									:			,
284 104.5 0.41 25.8 0.71 0.0 10.0 1.64 24.0 1.3 174.4 1.0.0 1.0 1.0 1.3 1.3 174.4 1.0.1 1.5 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	244 104.5 0.41 25.8 0.71 GR 105.4 130.00 1.64 24.0  273 174.4 6.48 40.7 0.30 GL 131.8 74.29 2.04 30.0  422 55.7 0.22 23.5 0.19 GL 42.4 76.29 2.04 30.0  147 44.0 0.17 4.2 0.07 GR 44.0 100.00 0.09 40.2  550 47.4 0.19 25.2 0.21 GL 47.4 107.00 0.78 25.2  A45 67.7 0.24 43.6 0.21 GL 47.4 107.00 0.78 25.2  A45 67.7 0.25 43.6 0.27 H. 143.8 57.89 0.40 110.8  2078 3330.8 1.31 405.6 5.77 H. 143.8 57.89 0.40 110.8  GR 40.7 75.31 0.78 83.6 110.7 16.8 111.9  GR 40.7 75.00 0.7 10.8 111.9  GR 40.7 75.00 0.7 10.8 111.9  GR 40.7 75.00 0.7 10.8 111.9  GR 40.7 75.00 0.7 10.8 111.9  GR 40.7 75.00 0.7 10.8 111.9  GR 40.7 75.0 0.7 10.8 111.9  GR 40.7 70.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 111.9  GR 40.7 75.7 10.8 11.9  GR 70.7 10.8 11.9  GR 70.7 10.8 11.9  GR 70.7 10.8 11.9  GR 70.7 10.8 11.9  GR 70.7 10.8 11.9  GR 70.7 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 10.8 11.9  GR 70.8 11.8 11.8 11.9  GR 70	<b>.</b>	•		٠ د	28			175.5	ņ	6.54	•	
244 105.5 0.41 25.8 0.71 0.00 105.8 150.00 1.64 25.0 273 174.6 6.68 0.7 0.38 0.61 131.8 75.7 1.67 10.1 422 55.7 0.22 23.5 0.19 0.61 42.6 76.47 0.66 18.0 510 47.6 0.10 25.2 0.21 0.61 47.4 107.00 0.74 57.2 540 47.6 0.10 25.2 0.21 0.61 47.4 107.00 0.74 57.2 540 47.6 0.10 25.2 0.21 0.61 47.4 107.00 0.74 57.2 540 47.6 0.10 25.2 0.21 0.61 47.4 107.00 0.74 57.2 541 55.7 0.25 43.6 6.77 0.61 194.8 57.8 60.50 118.9 542 57.7 10.20 1143.7 0.88 0.8 10.37 0.80 118.9 543 57.2 121.1 6.20 1143.7 0.88 0.7 20.2 0 10.7 20.5 0.5 0.67 118.9 544 596.7 10.80 212.7 118.7 0.88 0.7 20.2 0 10.7 20.2 0 10.7 20.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	244 104.5 0.41 25.8 0.71 0 0 105.8 100.00 1.64 24.0  273 174.4 f.48 an.7 n.38 0 6L 131.8 74.29 2.04 30.0  422 55.7 0.22 23.5 n.19 0 6L 42.4 76.97 0.00 18.0  147 48.0 0.17 4.2 0.07 0 68 48.0 100.00 0.09 4.2  570 47.4 0.19 25.2 0.21 6L 47.4 107.00 0.78 27.2  A05 67.7 0.74 43.4 n.16 0 68 47.4 74.31 0.74 37.8  2078 333.8 1.31 A05.6 4.77 0 61 184.8 57.8 0.00 1.08 111.9  61 50.8 10.37 0.80 110.3 10.80 110.8 10.80 110.8  14.3 40.70 1 0.51 24.5 24.5 1.0 40.8 20.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0							ي و	 		.0.0	~ ~	0 0
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### 174.6	472 55.7 0.22 23.5 0.19 : GL 131.8 74.29 2.05 30.6  147 48.0 0.17 4.2 0.07 : GR 48.0 100.00 0.69 82.2  550 47.6 0.19 25.2 0.21 : GL 47.6 100.00 0.78 25.2  60 47.6 0.19 25.2 0.21 : GL 47.6 100.00 0.78 25.2  60 47.6 76.7 0.76 43.6 6.77 : HI 195.8 57.8 0.50 110.9  2078 3338.8 1.31 605.6 6.77 : HI 195.8 57.8 0.50 110.9  61 59.8 16.37 0.89 110.2  550 2121.1 6.29 1103.7 0.88 : RI 700.0 17.71 10.80 111.9  61 59.7 7.20 16.7 25.7 25.7 10.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8	111-449	7.	105.5	0.41	25. H	12.0	3	105.4	10 0 ° 0 0 °	63	7.0	0
43.2 55.7 0.22 23.5 0.19 : GL 42.4 76.47 0.66 38.0  147 48.0 0.17 4.2 7.07 : GR 48.0 100.00 0.69 8.2  540 47.4 0.19 25.2 0.21 : GL 47.4 100.00 0.78 74.2  65 47.4 74.31 0.74 43.4 6.16 : GB 47.4 74.31 0.74 40.9 10.8  2078 358.8 1.31 A05.6 5.77 : AL 184.8 57.8 5.68 40.7 1  61 96.8 10.37 0.80 1183.7 0.88 : AL 700.0 17.7 10.80 11.0  61 96.1 12.35 10.80 31.2 1  61 96.1 12.35 10.80 31.2 1  61 96.7 7.20.7 0.87 90.5 11.2 1  61 96.7 7.20.7 0.87 90.5 11.2 1  61 96.7 7.20.7 0.87 90.5 11.2 1  61 96.7 7.20.7 0.87 90.5 11.2 1  61 96.7 7.20.7 0.87 90.5 11.2 1  61 96.7 7.20.7 7.20 11.2 1	472 55.7 0.22 23.5 0.19 : 6L 42.4 76.47 0.66 38.0  147 48.0 0.17 4.2 0.07 : 6F 48.0 100.00 0.69 8.2  550 47.4 0.19 25.2 0.21 : 6L 47.4 107.00 0.78 25.2  A45 67.7 0.75 43.6 6.77 : 6E 47.4 107.00 0.78 25.2  A45 67.7 0.75 43.6 6.77 : 6L 197.8 57.8 50.5 10.8  2078 3338.8 1.31 405.6 6.77 : 6L 197.8 57.8 50.69 1.08 113.9  6L 58.8 16.57 0.65 56.7 56.7 56.8 50.7 1.08 113.9  6L 58.8 16.57 118.7 0.88 : 8L 709.8 17.71 10.89 831.2 1  G6 686.1 15.7 7.20 84.7 10.57 25.7 10.80 2.97 84.9  143 16.70 1.54 254.5 2.12 : 6P 48.5 12.50 8.50 81.7	HHB - J.1J	233	174.4	•	•	.34		131.	74.29	2.04	30.6	
472 55.7 0.27 23.5 0.19 : GL 47.6 76.47 0.66 38.0  147 48.0 0.17 4.2 7.07 : GR 48.0 100.00 0.09 8.2  550 47.6 0.19 25.2 0.21 : GL 47.6 100.00 0.78 74.2  655 67.7 0.75 43.6 6.71 : GL 47.6 100.00 0.78 74.2  7078 358.8 1.31 605.6 5.77 : AL 184.8 57.8 5.68 405.7 1  66 40.7 7.00 1.00 1143.7 0.88 : AL 700.0 17.5 10.80 11.0  61 50.7 7.00 0.75 50.0  62 60.7 7.00 0.75 50.0  63 60.7 7.00 0.75 50.0  64 50.7 7.00 0.75 50.0  65 60.7 7.00 0.75 70.0  66 60.7 7.00 0.75 70.0  67 70.7 70.80 1143.7 0.88 : AL 700.0 17.7 10.80 11.0  68 60.7 7.00 0.77 70.0  68 60.7 7.00 0.77 70.0  68 60.7 70.0 0.77 70.0  68 60.7 70.0 0.77 70.0  69 60.7 70.0 0.77 70.0  60 60.7 70.0 0.77 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 70.0 0.7 70.0  61 60.7 7	472 55.7 0.27 23.5 0.19 : GL 42.6 76.47 0.66 38.0  147 44.0 0.17 4.2 0.07 : GR 44.0 100.00 0.69 4.2  550 47.6 0.19 25.2 0.21 : GL 47.4 107.00 0.78 25.2  655 67.7 0.75 43.6 0.76 : GB 47.7 75.31 0.78 39.8  2078 3334.8 1.31 605.6 5.77 : AL 195.8 57.8 0.50 110.8  2078 3334.8 1.31 605.6 5.77 : AL 195.8 57.8 0.50 110.8  550 2121.1 6.29 1163.7 0.68 : AL 700.0 17.5 10.80 117.9  61 56.8 10.57 10.67 36.7 16.7 16.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8 10	: !				i		5	43.1	24.71	1.57	10.1	0
147 44.0 0.17 4.2 0.07; GP 44.0 100.00 0.69 4.2  540 47.4 0.19 25.2 0.21; GL 47.4 100.00 0.78 74.2  655 67.7 0.75 43.4 1.46; GP 47.4 74.31 0.78 39.8  7078 359.8 1.31 A05.6 5.77; AL 144.8 57.84 75.8  61 49.8 57.9 1.08 11.09  61 49.8 14.37 0.80 110.7 1.00  61 49.8 14.37 0.80 110.7 1.00  61 49.8 14.37 0.80 110.7 1.00  61 49.8 14.37 0.80 110.7 1.00  61 49.7 7.20 0.72 500.5  61 49.7 7.20 0.72 500.5  61 49.7 7.20 0.72 500.5  61 49.7 7.20 0.72 500.5  61 49.7 7.20 0.72 500.5  61 49.7 7.20 0.72 500.5	147 44.0 0.17 4.2 0.07 : GP 44.0 100.00 0.69 4.2  510 47.4 0.19 25.2 0.21 : GL 47.4 100.00 0.78 74.2  A65 67.7 0.74 43.4 0.16 : GP 47.4 74.31 0.76 39.8  2078 333.8 1.31 A05.6 4.77 : HL 184.8 97.8 0.50 10.8  2078 333.8 1.31 A05.6 4.77 : HL 184.8 97.8 7.80 113.9  GP 40.7 20.00 1.08 181.9  GP 40.7 20.00 1.08 113.0  GP 40.7 70.00 0.70 54.7  519 7121.1 6.20 1183.7 0.88 : RL 700.0 17.71 10.80 831.2 1  GP 40.1 17.9 10.81 96.7 16.87 16.87  GP 40.1 17.9 10.81 96.7 16.81 96.7 16.81  GP 40.1 17.0 17.0 17.0 17.0 17.0 17.0 17.0 1	<b>BRH-KR</b>	422	•	~	•	• 1 •		4.7.	76.67	0.66		0.0
147	540 47.4 0.17 25.7 0.71 : GP 48.1 100.00 0.69 4.2  540 47.4 0.19 25.7 0.21 : GL 47.4 107.00 0.78 74.2  655 67.7 0.74 43.4 43.4 4.46 : GP 47.4 74.31 0.76 37.8  707H 358.8 1.31 A05.6 5.77 : AL 184.8 57.6 0.50 117.9  61 58.8 16.37 0.80 1183.7 0.88 : AL 700.0 1.75 15.80 117.9  61 58.8 16.57 16.57 34.5 24.2 : B 48.4 17.80 2.97 84.9  61 58.7 7.20 1183.7 0.88 : AL 700.0 17.71 15.80 831.2 1  62 646.1 12.57 16.57 24.5 24.5 24.7 16.80 2.97 84.9							1	13.1	21.53	E# . C	5.5	0.50
5 T	540 47.4 0.19 25.2 0.21 : GL 47.4 107.00 0.74 24.2  A65 67.7 0.24 43.4 0.16 : GB 47.4 74.31 0.74 37.8  2078 339.8 1.31 A65.6 6.77 : AL 194.8 97.8 0.54 10.8  2078 339.8 1.31 A65.6 6.77 : AL 194.8 97.8 10.8 181.9  GR 96.8 20.8 10.8 181.9  549 2121.1 6.29 1183.7 0.88 : AL 799.0 17.7 10.8 831.2 1  GR 646.1 12.7 10.87 24.5 2.12 : LB 588.4 12.50 8.50 81.7	BHA-LLL	197		0.17	8.7		9			0.69	4.2	0.28
A65 67.7 6.24 43.6 6.16 60 47. 74.31 0.74 37.8  207# 359.8 1.31 A05.6 4.77 th the two the following	A05 67.7 6.24 43.4 6.16 60 47. 74.31 0.74 37.8  207F 339.8 1.31 A05.6 4.77 81 199.8 92.89 37.8  207F 339.8 1.31 A05.6 4.77 81 199.8 92.89 97.8  51 9.7 2121.1 6.29 1143.7 0.88 81 700.8 17.1 10.89 931.2 1  62 68.1 19.27 10.89 931.2 1  63 68.1 12.27 10.89 931.2 1  64 68.1 12.27 10.89 931.2 1  65 68.1 12.27 10.89 931.2 1  66 68.1 12.27 10.89 931.2 1  67 98.7 7.4.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8 10	F 2 - F 2 +	0 * 6	47.4	0.19	25.2			47.4	101.00	0.74	24.2	0.0
207F 353.R 1.31 A95.6 G.77 PAL 144.R 97.RG 79.KB 805.7 T GR 90.7 20.09 1.0R 184.9 GR 90.7 20.09 1.0R 184.9 GR 90.7 20.09 1.0R 184.9 GR 90.7 20.09 1.0R 184.9 GR 95.7 121.1 R.29 1143.7 9.8B RL 799.0 17.71 10.RG 931.2 1 GR 591.7 20.2 R.2 20.3 GR 591.7 20.7 20.2 GR 951.7	207F 339.8 1.3 A95.6 4.77 8 1 191.8 9.89 7.68 805.7 7 6.8 80.7 7.80 11.0 11.0 11.0 11.0 11.0 11.0 11.0 1	HHH - HHH	403	1.69	11.29	43.4	95.0	0	10	16.34	96.0	19.6	
207F 350.R 1.31 A95.6 G.77 : AL 190.A 99.89 79.68 805.7 1 GR 40.7 20.09 1.0R 181.9 GL 99.R 16.37 0.86 111.9 LT 16.3 7 0.86 111.9 GR 686.1 12.3 10.89 831.2 1 GR 686.1 12.39 86.7 1 GR 591.7 2A.27 R.67 200.5 LT 81.8 7.86 2.97 81.9	207F 339.R 1.31 A95.6 4.77 1 AL 199.R 97.R9 72.68 805.7 7 68 119.9 61 59.R 10.37 0.80 119.9 61 59.R 10.37 0.80 119.9 61 59.R 10.37 0.80 119.9 61 59.R 10.37 0.80 119.9 61 59.R 10.R 10.R 10.R 10.R 10.R 10.R 10.R 10						,	5	15.4	78.00	0.96	10.0	0
6R 60.7 70.60 1.0R 181.9 6L 94.R 16.37 0.86 181.9 6F 666.F 52.05 0.67 9K.7 6F 666.F 52.7 76.6R 951.2 1 6R 554.7 76.2R 96.8 16.4R 96.9 1	A 519 7121.1 8.29 1143.7 9.88 : M. 799.0 17.31 10.89 111.9  GF 54.0 15.37 0.88 11.3 10.89 55.7  GF 54.7 72.7 7.2 16.7 19.9 12.9 12.9  LT 51.0 7.81 10.8 2.97 11.9	HRH-YYX	2078	330.8		4.5.4	.,,		1.01	47.60	23.6	1.600	10.07
61 54.8 16.37 0.86 111.9  A 519 7121.1 6.29 1143.7 9.48 : M. 799.0 17.71 10.89 451.2 1  G <sup>6</sup> 666.1 12.39 16.68 94.2 1  G1 554.7 74.27 74.27 96.5 15.4 10.8 2.97 41.9	A 579 7121.1 6.29 1143.7 9.88 : M. 799.0 17.71 10.89 111.9 G 684.1 72.2 16.68 96.7 1 G 55.7 7.20 16.7 90.5 1 G 55.7 7.20 1.8 70.9 1 LI 61.8 1.80 2.97 81.9									20.00	1.04	141.	
A 519 7121.1 6.29 1183.7 9.88 : ML 799.0 17.71 10.89 831.2 1 GF 686.1 72.35 16.68 36.9 1 GL 554.7 24.20 M.87 290.5 LT 81.8 3.88 2.97 81.9	A 519 7121.1 6.20 1183.7 9.88 : ML 799.0 17.71 10.89 851.2 1 GF 686.1 52.39 16.68 964.7 1 GL 554.7 74.20 A.87 290.5 LT 81.8 1670.1 6.57 745.5 7.17 : GR 586.5 10.8 88.1							اء	94 . R	16.37		111.0	5.7
a 519 7121.1 6.29 1143.7 9.88 : AL 749.0 17.71 10.89 831.2 10  GF 686.1 \$2.35 15.68 364.7 11.7 12  GL 597 24.27 24.2 590.5 61.8 11.8 11.8 11.8 2.97 81.9	A 519 7121.1 6.29 1143.1 9.88 : AL 700.0 17.71 10.89 831.2 10  GW 666.1 92.39 16.68 94.7 12  GL 55.7 24.20 8.67 200.5 9  LT 81.8 10.70.1 0.51 255.5 2.12 : GP 488.5 12.40 8.41 2							3	•.	.0.	0.67	3× ° 7	
666.1 \$2.29 10.68 364.9 11	G# 646.1 42.25 10.48 304.9 10 61 554.7 24.20 8.67 200.5 61 61.4 1.60 2.97 81.9 143 1670.1 6.54 254.5 2.12 110 488.5 12.60 8.40 81.4 2		5 19	7121.1	4.29	1143.7		-	700.0	17.71	1 C. R.	131.2	10.74
854.7 24.20 8.67 200.5 0	61 454.7 24.20 84.0 2.07 84.0 2.07 84.0 14.0 14.1 14.1 14.1 14.1 14.1 14.1 1							9.5	1.199	17.75	10.64	104.1	
91.0 7.00 2.07 01.0	145 1670.1 0.51 255.5 2.12 : GP 488.5 19.40 B.40 B.1 2.							<u>ئ</u>	494.7	24.2C	A.67	2000	
	14.5 16.70.1 6.51 28.5, 2.12 ( ) (P. 488.4 12.40 8.40 81.1 2.							آة	• :		2.01	•	-

23.05 6.00 25.0 7.35 4.50 113.1 25.46 5.61 77.3 10.98 10.61 57.5 6.85 1.33 19.7 10.56 6.41 77.3 10.56 6.41 77.3 10.56 6.41 77.3 10.56 6.41 77.3 10.56 6.41 77.3 10.56 6.41 77.3 10.56 7.00 11.6 10.56 7.00 11.6 10.66 7.00 11.6 10.66 7.00 11.6 10.60 0.40 11.6 10.60	TAPE	DIST.	94 X / DAY	1072	K PP /UAY	XT.1F	In pa		TOTA	RC BR	K PH / UA Y	SC AR
STATE   1424.5   5.54   286.1   2.79   GP   559.4   7.34   4.50   27.9							19	365.7	23.04	4.02	20.0	1.94
1428.5   1						•	2 <u>-</u>	187.5	10.94	4.50	27.9	2.1
10   10   10   10   10   10   10   10	(IDP-007)	2 v2	*24.	5.54	9	6%	g	559.9	19.25	8.74	11.11	-
## 120.0   163.5   0.40   71.6   0.59   184   16.20   1.16   37.3    ## 120.0   163.5   0.40   71.6   0.59   184   16.21   1.31   19.7    ## 120.1   0.20   13.0   0.32   64   13.0   1.16   37.3   1.30    ## 120.1   0.20   13.0   0.32   64   13.0   1.20   1.16   1.30    ## 120.1   0.20   13.0   0.42   80   62.9   84.0   2.09   14.0    ## 120.1   0.20   72.4   0.42   80   62.9   84.0   2.33   34.4    ## 120.1   0.20   72.4   0.40   80   62.9   84.0   2.20   1.10    ## 120.1   0.30   72.4   0.40   80   62.9   84.0   2.33   34.4    ## 120.1   0.30   72.4   0.40   80   62.9   84.0   2.10   1.20    ## 120.1   0.30   3.30   0.40   80   62.9   84.0   2.10   1.20    ## 120.1   0.30   3.30   0.40   80   82.0   3.40   1.20    ## 120.1   0.30   1.30   0.31   64   25.4   101.00   0.40   11.4    ## 120.1   3.02   272.5   2.20   68   43.0   4.10   4.10    ## 120.1   1.30   2.72.5   2.20   68   40.2   1.20   2.10    ## 120.1   1.30   1.30   2.72.5   2.20   68   40.2   1.30    ## 120.1   1.30   1.30   1.30   1.30    ## 120.1   1.30   1.30    ## 120.1   1.30   1.30    ## 120.1   1.30   1.30    ## 120.1   1.30   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1   1.30    ## 120.1    ## 120.1   1.30    ## 120.1							19	367.1	25.46	5.67	71.3	2.4
10   10   10   10   10   10   10   10							Ua.	284.9	10.98	10.61	57.6	8 ° S
0.10   10.5.5   0.44   71.6   0.59   10.1   0.43   19.30   2.15   20.25   0.11     0.12   0.14   0.25   39.1   0.32   6L   57.2   0.948   0.22   0.11     0.12   0.13   0.51   74.4   0.62   10.0   0.12   0.11   79.9     0.12   130.1   0.51   74.4   0.62   10.0   0.25   0.12   0.11   79.9     0.12   130.1   0.51   74.4   0.62   10.0   0.21   0.11   79.9     0.12   130.1   0.51   74.4   0.62   10.0   0.11   74.4   10.0   0.10   10.0     0.13   191.4   0.55   55.3   0.46   10.0   27.2   3.05   31.4     0.14   10.5   59.3   0.46   10.0   27.2   3.05   31.4     0.15   130.1   0.55   55.3   0.46   10.0   27.2   3.05   31.4     0.16   0.75   59.1   0.46   10.0   27.2   3.05   31.4     0.16   0.75   59.1   0.46   10.0   10.0   0.10   13.0     0.16   0.75   59.1   0.46   10.0   10.0   0.10   13.0     0.16   0.75   10.11   10.0   10.0   10.0   11.0     0.16   0.75   10.11   10.0   10.0   10.0   11.0     0.16   0.75   10.11   10.0   11.0   10.0   11.0     0.16   0.75   10.11   13.0   0.11   10.0   10.0   0.10   11.0     0.16   0.75   10.11   10.0   11.0   11.0   10.0   11.0     0.16   0.75   10.11   10.0   11.0   11.0   11.0     0.16   0.75   10.10   11.0   11.0   11.0   11.0     0.16   0.75   10.10   11.0   11.0   11.0     0.16   0.75   10.10   11.0   11.0     0.16   0.75   10.10   11.0   11.0     0.16   0.75   10.10   11.0     0.16   0.75   10.10   11.0     0.16   0.75   10.10   11.0     0.17   0.18   11.0   10.0   11.0     0.18   0.19   11.0     0.18   0.19   11.0     0.19   0.10   11.0     0.10   0							ار 8 م	97.7	6.85	1.33	19.7	2.24
State   Stat	ככב -נייי		8.8	9.40	71.4	. 03	ī	85.2	12.00	41.1	17.11	•
13.0   0.25   34.1   0.32   564   55.2   64.84   0.29   14.0     572   130.1   0.51   74.8   0.62   80   62.5   84.05   2.33   35.8     572   130.1   0.51   74.8   0.62   80   62.5   84.05   2.33   35.8     572   130.1   0.51   72.8   0.62   80   62.5   84.05   2.33   35.8     574   50.12   0.79   72.8   0.60   80.7   57.2   30.9   31.8     576   201.2   0.79   72.8   0.60   80.7   57.2   30.9   31.8     576   201.2   0.75   58.1   0.80   64   32.1   30.8   31.8     576   201.2   0.75   58.1   0.80   64   32.1   30.9   31.8     576   25.6   0.10   13.0   0.11   64   2.7   30.3   2.75   2.20     576   25.6   0.10   13.0   0.11   64   2.5.4   101.00   0.80   13.0     576   25.6   0.10   13.0   0.11   64   2.5.4   101.00   0.80   13.0     576   25.6   0.10   13.0   0.11   64   2.5.4   101.00   0.80   13.0     576   25.6   0.10   13.0   0.11   64   2.5.4   101.00   0.80   13.0     576   275   33.1   33.0   60.5   33.8   44.1   10.7   10.8   10.8     577   1837.7   5.07   270.7   2.26   68   838.0   5.78   10.8   10.8     578   272   1837.7   5.07   272.5   68   838.0   5.78   10.8   10.8     578   272   272   272.5   2.76   68   235.0   3.84   80.2     578   272   272   272   272   272   272   272   272   272     578   272   272   272   272   272   272   272   272   272   272     578   272					:		-		19.38	2 35	28.2	
372   130.1   0.51   74.4   0.62   6H   6.7   10.55   0.00   4.1     472   130.1   0.51   74.4   0.62   6H   6.7   10.55   0.21   70.8     560   201.2   0.79   72.4   0.60   6H   110.2   44.17   0.71   0.71     560   201.2   0.79   72.4   0.60   6H   110.2   44.17   0.70   11.0     560   201.2   0.79   72.4   0.60   6H   110.2   44.17   0.70   11.0     560   191.6   0.75   58.1   0.86   6H   110.2   44.17   0.70   11.0     570   191.6   0.75   58.1   0.86   6H   110.7   44.17   0.70   11.0     570   270   270   270   270   270   270   270     570   270   270   270   270   270   270   270     570   270   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270   270   270     570   270   270   270   270     570   270   270   270   270     570   270   270   270     570   270   270     570   270   270     5							9	14.0	R.57	0.22	1:4	
342   130.1   0.51   74.4   0.62   80   62.5   64.05   2.33   34.8   61   52.7   46.12   0.81   79.8   61   15.2   46.12   0.81   79.8   61   15.2   46.12   0.81   79.8   61   15.2   46.12   0.81   79.8   61   15.2   46.12   0.21   61   48.8   28.3   3.0   31.0   61   27.3   30.35   13.0   31.0   61   27.3   30.35   15.1   61   27.3   30.8   27.8	15 t- 333	612	÷	~	34.1	. 32 :	پ		A 9.44	0.80	9.4	1.1
340   130.1   0.51   74.4   0.62   100   62.5   64.05   2.33   34.8     340   201.2   0.79   72.4   0.60   110.2   24.34   11.87   0.21   4.8     340   201.2   0.79   72.4   0.60   110.2   24.34   11.87   0.21   1.0     340   141.3   0.50   55.3   0.40   110.2   37.2   3.05   31.0     340   141.3   0.50   55.3   0.40   110.3   37.2   3.05   31.0     340   141.3   0.50   55.3   0.40   110.3   37.2   3.05   31.0     341   341.3   0.50   55.3   0.40   110.3   37.2   39.87   0.15   37.2     342   101.0   0.75   58.1   0.40   15.1   34.87   40.89   13.0     343   771.0   3.10   40.0   3.87   41   30.3   3.70   3.10   40.2     343   771.0   3.02   272.5   2.20   60   43.3   3.00   1.80   3.00     343   771.0   3.02   272.5   2.20   60   43.3   3.00   3.00   3.00     344   47.5   7.07   7.07   7.07   7.05   7.05   7.00     345   47.5   7.07   7.07   7.07   7.05   7.00   7.00     347   47.5   7.07   7.07   7.00   7.00   7.00     447   47.5   7.07   7.07   7.00   7.00   7.00     447   47.5   7.07   7.07   7.00   7.00   7.00     447   47.5   7.07   7.00   7.00   7.00   7.00     447   47.5   7.07   7.00   7.00   7.00   7.00     447   47.5   7.07   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00     447   47.5   7.00   7.00   7.00   7.00   7.00   7.00     448   7.00   7.0				1			F.	6.7	10.54	0.0		0.10
340   201.7   0.79   72.4   0.60   81   15.4   11.61   0.21   0.80	999- 222	572	1.30.1	٠,		. 62	ē.	62.5	* A. 05	2.33	35.0	, .
340 201.2 0.79 72.4 0.60 : RT 110.2 48.7F 4.10 39.7							٦	52.2	40.12	0.91	9.00	0.0
360 201.7 0.79 72.4 0.60 RD 110.7 44.7P 4.10 39.7						_	¥	15.4	11.63	0.21		0.5
346   143.7   0.56   55.3   0.46   80   82.0   70.86   15.3   15.1     36   143.7   0.56   55.3   0.46   80   87.2   3.05   311.6     373   191.6   0.75   58.1   0.46   80   87.2   39.87   0.15   1.6     373   191.6   0.75   58.1   0.46   80   87.2   39.87   0.15   1.6     373   191.6   0.75   58.1   0.46   80   80.3   1.6     576   25.6   0.10   13.0   0.11   61   25.4   101.00   0.40   13.0     578   25.6   0.10   13.0   0.11   61   25.4   101.00   0.40   13.0     578   25.6   0.10   13.0   0.11   61   25.4   101.00   0.40   13.0     578   793.7   3.10   460.5   3.47   46.17   4.00   21.0     578   793.7   3.10   460.5   3.47   4.15   25.4     578   773.8   3.02   272.5   2.26   32.40   32.40   32.40     578   143.7   5.37   290.7   2.81   68   400.7   10.86   8.91     61   414.7   23.6   2.45   2.45   3.40     788   793.7   7.37   7.38   7.38   40.5     789   773.8   773.8   773.8   773.8   773.8     780   239.8   773.8   773.8   773.8     780   739.8   73.8   73.8   73.8     780   730.7   730.7   730.8   73.8     780   730.7   730.8   730.8   730.8     780   730.7   730.8   730.8     780   730.7   730.8   730.8     780   730.7   730.8   730.8     780   730.7   730.8   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780   730.7   730.8     780	CCC-HHH	340	201.2	0.79	72.4	••	۳	110.2	46.74	4.10	39.7	40.4
36 141.7 0.56 55.3 0.46 : 80 82.0 57.2 3.05 31.6 61 57.1 39.87 0.89 27.0 61 57.2 3.05 31.6 51.1 39.87 0.89 27.0 61 57.2 3.05 31.6 51.1 39.87 0.89 27.0 6.15 1.6 5.7 5.1 39.87 0.89 27.0 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1						- •	٠ و	6.6	76.37	0.76	17.0	0.5
376   141.7   0.56   55.3   0.46   80   82.0   57.2   3.05   31.6     571   39.87   0.89   22.0     573   191.6   0.75   58.1   0.46   61   116.7   61.69   1.82   95.2     576   40.2   0.16   9.5   0.28   61   116.7   61.60   1.82   95.2     578   25.6   0.10   13.0   0.11   61   25.4   101.00   0.40   13.0     578   25.6   0.10   13.0   0.11   61   25.4   101.00   0.40   13.0     578   25.6   0.10   13.0   0.11   61   25.4   101.00   0.40   13.0     578   793.7   3.10   406.5   3.87   14.   366.7   44.17   4.99   215.4     578   793.7   3.10   406.5   3.87   14.   366.7   3.10   187.2     578   771.6   3.02   272.5   2.26   68   436.0   54.0   69.0     61   25.6   3.50   272.5   2.26   68   436.0   54.0   69.0     777   773.7   7.02   272.5   2.26   68   436.0   5.20   5.20   60.0     778   771.6   3.02   272.5   2.26   68   436.0   5.20   5.20   60.0     778   771.6   3.02   272.5   2.26   68   436.0   5.20   5.20   60.0     778   771.6   3.02   272.5   2.26   68   436.0   5.20   5.20   60.0     778   771.6   3.02   272.5   2.26   68   436.0   5.20   5.20   60.0     778   771.6   3.02   272.5   2.20   68   436.0   5.20   5.20   60.0     779   771.6   3.02   272.5   2.20   68   436.0   5.20   5.20   60.0     770   771.7   7.02   7.20   7.2									1	720	120	
303 191.6 0.75 58.1 0.88 : 61 110.7 40.69 1.82 15.2  276 80.2 0.16 9.5 0.08 61 110.7 40.69 1.82 15.2  276 80.2 10.10 13.0 0.11 : 61 25.4 100.00 0.80 17.0  774 16.2 0.10 13.0 0.11 : 61 25.4 100.00 0.80 17.0  568 793.7 3.10 806.5 3.87 : 81 366.7 86.17 8.99 215.4  578 793.7 3.10 806.5 3.87 : 81 366.7 86.17 8.99 215.4  578 793.7 3.10 806.5 3.87 : 81 25.9 36.9 89.0  578 771.8 3.02 272.5 7.26 : 68 838.0 56.78 6.88 158.0  61 25.9 37.9 7.9 0.16 11 : 61 48.7 7.8 6.8 89.0  81 130.7 7.67 290.7 7.81 : 68 85.0 7.8 6.8 89.0  81 130.7 17.5 6.9 8.9 8.0 80.0  81 130.7 17.5 6.9 8.9 8.0 8.0 80.0  81 130.7 17.5 6.9 8.9 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	CCC-333	386	÷	0.56	š	9.	2:	6.2	57.21	3.05	31.6	3.2
303 191.6 0.75 58.1 0.88 EL 110.7 60.69 1.82 35.2  276 80.2 0.10 13.0 0.11 EL 25.6 100.00 0.69 17.0  774 16.2 0.10 13.0 0.11 EL 25.6 100.00 0.69 17.0  568 793.7 3.10 866.5 3.67 HL 366.7 86.17 8.99 215.4  578 793.7 3.10 866.5 3.67 HL 366.7 86.17 8.99 215.4  578 793.7 3.10 866.5 3.67 HL 366.7 86.17 8.99 215.4  578 793.7 3.02 272.5 7.26 EGP 838.0 56.74 6.88 159.6  579 272 1837.7 5.67 290.7 2.81 EGP 858.0 56.74 8.91 8.91 8.05  871 872 1837.7 5.67 290.7 2.81 EGP 866.8 50.91 8.91 8.05  871 872 1837.7 5.67 290.7 2.81 EGP 866.8 50.91 8.91 8.05  872 873 873 873 8.87 86.87							- L	2,0	2.97	200	27.0	
2% 40.2 0.16 9.5 0.08 10.0 10.00 0.00 13.0  774 16.2 0.10 13.0 0.11 6L 25.4 100.00 0.00 13.0  774 16.2 0.06 11.8 0.09 11.0 0.0 13.0 0.00 13.0  588 793.7 3.10 406.5 3.87 1 ML 306.7 46.17 4.09 715.4  68 100.7 17.64 2.19 77.5 6 10.0 17.0 17.0 0.00 15.5  1353 771.6 3.02 272.5 7.26 1 6P 838.0 56.74 6.00 15.0  81 25.9 37.70 0.52 5.25 5.20 1 6.00 17.70 6.00 15.0  81 25.9 10.7 1.05 27.5 7.20 1 6P 838.0 56.74 6.00 15.0  81 25.9 10.7 1.05 6.0 10.7 1.05 6.0 10.7 1.05 6.0  81 25.9 10.7 1.05 6.0 10.7 1.05 6.0 10.7 1.05 6.0 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10		101	-	4	1				9			
276 40.2 0.16 9.5 0.08 40.2 100.00 0.65 9.5  774 16.2 0.10 13.0 0.11 6L 25.4 100.00 0.90 17.0  774 16.2 0.06 11.4 0.09 WI 16.7 100.00 0.90 17.0  588 793.7 3.10 466.5 3.87 1 ML 366.7 46.17 4.99 215.4  588 793.7 3.10 466.5 3.87 1 ML 366.7 46.17 4.99 215.4  353 771.6 3.02 272.5 2.26 6R 838.0 54.74 6.88 158.6  772 1837.7 5.62 290.7 2.81 6R 838.0 54.74 6.88 158.0  81 25.9 32.9 7.27 6.9 1 6.9 10.7 1.05 6.9 6.0 10.7  81 25.9 10.7 7.8 1 6.9 60.9 2.9 6.0 10.7  81 25.9 10.7 7.8 1 6.9 60.9 2.9 1.0 10.7 10.7 10.7 10.7 10.7 10.7 10.7			: ]		) i			75.4	39.31	2.75	22.8	2.08
548 25.6 · 0.10 13.0 0.11 : GL 25.4 101.00 0.00 13.0  774 16.2 0.00 11.4 0.00 : WI 16.7 100.00 0.00 13.0  548 793.7 3.10 40.4 3.87 : ML 36.1 44.17 4.09 715.4  GR 140.1 17.64 2.19 87.5  BR 25.9 37.9 3.07 2.10 80.4  771.6 3.02 272.5 7.26 : GR 438.0 54.74 6.84 156.4  FR 25.9 37.90 3.66 89.6  ZTZ 1437.7 5.42 290.7 2.41 : GR 466.4 57.47 7.28 90.4  BR 239.8 16.6 80.9 80.9 80.0  BR 180.7 17.56 8.99 80.9  BR 180.7 17.56 8.99 80.9  BR 180.7 17.56 8.99 27.6	כנג -ווו	2.16	ď	0.16	9	80	<u>a.</u>	6.0	10001	*	4.0	
774 16.2 0.06 11.4 0.09 : W1 16.7 100.00 0.59 11.4  588 793.7 3.10 466.5 3.87 : ML 366.1 46.17 4.99 715.4  61 243.5 30.7 5.00 183.2  62 140.7 17.64 2.19 87.5  63 140.7 17.64 6.89 159.6  772 1437.7 5.67 7.81 6.89 159.6  64 65.9 37.60 3.66 89.6  64 65.9 37.6 6.89 159.6  64 65.9 37.6 6.89 8.8  772 1437.7 5.67 7.81 6.8 66.9 37.6  873 47.7 6.91 19.7 0.16 : 11 20.1 18.37 0.88 10.8	CCC-MMM	848		0.10	13.0		9	25.4	100.00	0.00	11.0	
548 793.7 3.10 406.5 3.67 1 ML 366.7 46.17 4.99 215.4  G1 10.7 3.67 2.70 2.70 2.70 3.69 1.58 25.8  353 771.8 3.02 272.5 7.26 3 GP 438.0 56.74 6.89 159.0  G1 253.9 37.90 3.64 89.0  G1 253.9 37.90 3.64 89.0  Z72 1437.7 5.62 290.7 7.81 3 GP 466.9 37.67 7.28 94.2  HT 239.8 16.66 8.93 6.97 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.	CCC-MBH	E	7.91	90.0	9.1	•	-	16.2	100.00	95.0	4	2
353 771.8 3.02 272.5 7.26 69 936.0 56.7 6.37 6.99 715.4  353 771.8 3.02 272.5 7.26 69 936.0 56.7 6.88 158.8  FIL 251.9 37.9 6.88 158.8  FIL 251.9 37.9 6.88 158.8  FIL 251.9 37.9 6.88 158.8  FIL 251.9 37.9 6.88 158.8  FIL 251.9 37.9 6.88 158.8  FIL 251.9 37.9 6.89 18.7  FIL 251.9 37.9 6.89 18.7  FIL 251.9 18.7 7.8 6.88 18.7  FIL 130.6 8.91 8.91 8.7  FIL 130.6 8.91 8.98 27.0  FIL 130.6 9.91 8.98 27.0		•			!							
353 771.8 3.02 272.5 2.26 6 69 438.0 56.74 6.86 155.0 25.5 171.8 3.02 272.5 2.26 6 69 438.0 56.74 6.86 159.0 25.5 171.8 2.72 1837.5 5.02 272.5 2.21 6.81 18.7 18.8 1.02 27.2 1837.5 5.02 290.4 2.41 6.8 40.4 1.02 27.4 1.02 27.5 1	000-444	248	793.4	3.10	:		ı	366.	* 4.17		714.4	3.
353 771.8 3.02 272.5 7.26 : GP 438.0 56.74 6.84 154.4 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 89.6 RL 251.9 32.90 3.46 8.6 RL 251.9 18.7 8.16 8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.								100	17.64	2.19	82.5	2
353 771.6 3.02 272.5 2.20; GP 938.0 56.74 6.89 159.6 R1 253.9 32.90 3.46 89.6 R1 253.9 12.90 3.46 89.6 R1 253.9 13.07 23.2  R1 253.9 13.07 23.2  R1 18.7 1.85 0.52 2.6  R1 18.7 28.8 16.8 8.9 8.7  R1 18.7 12.5 2.45 36.4  R1 18.7 12.5 2.45 36.4  R1 18.7 12.5 2.45 36.4  R1 18.7 12.5 2.45 36.4  R1 18.7 12.5 2.45 36.4							5	43.2	5.88	1.58	24.4	2.33
FIL 251.9 32.90 3.66 89.6  FIL 65.7 6.51 1.02 29.2  WI 18.7 1.85 0.55 5.0  FIL 65.7 6.51 1.02 29.2  FIL 65.7 6.51 1.02 5.0  FIL 65.7 6.51 1.02 5.0  FIL 65.7 6.51 1.02 5.0  FIL 65.7 6.51 6.56 8.91 6.0  FIL 130.6 9.51 6.98 27.0  FIL 130.6 9.51 6.98 27.0	UUU -6 48	•	771.8	3.02	~	: 92		438.0	54.74		154.0	5.2
						-		251.0	32.90	3.44	89.6	2.2
272 1437.5 5.52 290.4 2.41 GF 466.4 57.45 7.28 94.2 GL 414.7 26.83 6.47 81.7 RD 239.8 16.66 8.93 68.4 RD 180.7 17.56 2.45 36.4 WT 130.6 9.51 9.96 27.6 WT 230.6 9.51 9.96 27.6							ء ہے	14.4	A. 51	1.02	23.5	0
ZTZ 1437.5 5.02 290.4 2.41 GP 466.4 32.45 6.47 94.2 GL 414.1 2.4.1 6.4 8.9.1 8.4.1 RT 239.R 16.64 8.9.1 8.9.1 8.7.6 RT 130.6 9.51 4.9.8 27.6 WT 130.6 9.51 4.9.8 27.6 WT 23.1 54.3 5.8.8 WT 23.1 54.3 5.88 WT 23.1 54.3 58 WT 23.1 54.3 58 WT 23.1 54.3 58 WT 23.1 54.3						i						
RD 239,8 16.64 8.93 48.6 RL 167,7 12.54 2.45 36.4 WI 136.4 9.51 4.98 27.6 WI 236.4 9.51 9.88 16.5	ספפ-בכב	242	1 8 37 . 3	24.4	290.4	••		466.	37.65	7.28	2.0	2
AL 101.2 17.54 2.45 36.4  WT 130.6 9.51 4.96 27.6  47.5 0.17 19.5 0.16 11 23.1 54.37 0.84 16.5						- 45		239.A	16.68			
MT 130.A 9.51 4.98 27.6  447 42.5 0.17 19.5 0.16:11 23.1 54.37 0.84 10.5								101.7	17.54	2.45	34.4	0.0
				•			_	136.6	15.6	e	27.6	2
	200	r		11.0	14.1	91.	<b>5</b> 7	23.1	76.37	98.0	10.5	0 (

	1 38494	nist.	AFU/XTG	X C I	4 DUVE 4		<u>.</u>	P1 X/UA V	5	# C # X	76/87	
UND-GG	4 4 4 - 000		0.0	0.19	Ť	٠	ì	27.7	1		200	9
UND-GGG								11.1		0.01	7.9	
DUDGG6							ī	10.0	- 1	0.14	7.0	0.17
UND-MMT   SAR   137.0   0.52   72.8   0.40   11.1   1.5   2.15   0.00   11.1   1.5   2.15   0.00   1.1   1.5   2.15   0.00   1.1   1.5   2.15   0.00   1.1   1.5   2.15   0.00   1.1   1.5   2.15   0.00   1.1   1.5   2.15   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.5   0.00   1.1   1.1   0.1   1.5   0.00   1.1   1.1   0.1   1.5   0.00   1.1   1.1   0.1   1.5   0.00   1.1   1.1   0.1   1.5   0.00   1.1   1.1   0.1   1.5   0.00   1.1   1.1   0.1   1.5   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   1.1   0.00   1.1   0.00   1.1   1.1   0.00   1.1   0.00   1.1   1.1   0.00   0.00	100	;	•			;						,
UND-HMM NAM 132.0 6.52 72.8 6.60 11.1 1.7 2.13 0.00 11.1 1.2 0.00 11.1 1.2 0.00 11.1 1.2 0.00 11.1 1.2 0.00 11.1 1.2 0.00 11.1 1.2 0.00 11.1 11.2 0.00 11.2 0.10 11.2 0.00 11.1 11.2 0.00	000-000	•	•		•					B	0	
UND-MMM NAM 137.0 0.52 72.8 0.60 14 51.8 0.60 15.8 11.1  UND-III 744 47.8 0.15 11.2 0.69 147 47.8 166.00 1.73 11.2  UND-III 744 47.8 0.15 11.2 0.69 147 47.8 166.00 1.73 11.2  UND-III 744 47.8 0.15 11.2 0.72 180 48.8 0.12 1.9  UND-III 744 17.3 0.60 17.3 11.4 0.72 180 48.8 0.12 1.9  ELE-AAA 187 282.3 1.14 83.0 0.73 11.4 0.74 17.17 2.62 1.19 7.2  ELE-ECC 474 182.3 0.87 111.4 0.98 14 182.4 17.17 2.62 11.8 17.4  ELE-EGG 540 15.4 0.00 6.8 0.00 1.1 11.4 0.8 11.0 0.00 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1							2	100	19.41	0.1		4
UND-WHY SAR 132-0 6.52 72-8 0.00 int 53.4 0.19 1.05 20.3  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.10 1.05 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.10 1.05 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 180 48.8 0.12 1.19  UND-JJJ 545 55.1 6.22 32.3 0.27 1113 0.20 1.13 1.10 2.83 1.10  UND-JJJ 545 55.1 6.20 23.8 0.00 6.8 0.00 1.10  UND-JJJ 545 55.1 113.8 0.00 6.8 0.00 1.10  UND-JJJ 545 55.1 10.00 0.10 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00 0.10  UND-JJJ 545 55.1 10.00  UND-JJJ 545 55.							-		2, 32	0.0	:	9.10
UUD-JJJJ 545 54.1 G.22 32.3 G.79   WT 3.7 17.0 G.49 17.3     UUD-JJJJ 545 54.1 G.22 32.3 G.27   W 34.4   M. 106.00   1.45     UUD-JJJJ 545 54.1 G.22 32.3 G.27   W 34.4   M. 106.00   1.45   M. 10.1     UUD-JJJJ 545 54.1 G.22 32.3 G.27   W 3.9   M. 106.00   1.45   M. 10.1     UUD-JJJJ 545 54.1 G.22 32.3 G.27   W 3.9   M. 10.1   M. 10.1     UUD-JJJJ 545 54.1 G.22 32.3 G.26   W 3.9   M. 10.1     UUD-JJJJ 545 54.1 G.22 32.3 G.26   M. 10.1     UUD-JJJJ 545 54.1 G.22   M. 10.1   M. 10.1     UUD-JJJJ 545 54.1 G.22   M. 10.1     UUD-JJJJ 547 54.1 G.22   M. 10.1     UUD-JJJJ 548 6.1     UUD-JJ	U00	\$ . A	٠,	6.52	72.8	9		5.4	40.19	1.95	20.4	4,5
UND-JJJ 585 55.1 G.22 J2.3 G.27 BD 88.8 N.80 1.65 26.0  UND-JJJ 585 55.1 G.22 J2.3 G.27 BD 88.8 N.80 1.65 26.0  UND-HTM 772 G.4 D.05 J2.6 G.26 G.1 J2.7 J7.31 2.13 2.13 2.14 3.15 3.15 3.15 3.15 3.15 3.15 3.15 3.15			1				1	0 7 4	14.04	34	֭֭֭֓֞֜֜֜֜֜֜֜֓֓֓֓֓֜֜֜֜֓֓֓֓֓֓֓֓֜֜֜֓֓֓֓֓֡֓֜֜֜֡֓֓֡֓֡֓֜֜֡֓֡֓֡֓֡֡֡֡֓֜֡֡֓֡֓֡֡֡֡֓֜֡֡֡֡֡֡	
UND-JJJ 595 55.1 G.22 32.3 G.27 18D 85.8 M.D.89 1.65 26.0  UND-JJJ 595 55.1 G.22 32.3 G.27 18D 85.8 M.D.89 1.65 26.0  UND-JJJ 595 55.1 G.22 32.3 G.27 18D 85.8 M.D.89 1.65 26.0  UND-JMW 722 6.8 M.D.9 4.6 G.20 6.1 130.7 77.31 77.31 74.8  EEE-CEC 444 177 282.3 1.18 43.0 0.73 M.D. M.D. M.D. M.D. M.D. M.D. M.D. M.D							6	31.6	23.75		17.3	
UND-JJJJ 545 55.1 G.22 32.3 0.27 30 0.28 10.00 1.70 11.2  UND-JJJJ 545 55.1 G.22 32.3 0.27 30 0.20 1.05 26.0  UND-JJJJ 545 55.1 G.22 32.3 0.27 30 0.20 1.05 26.0  UND-JJJJ 545 55.1 G.22 31.3 0.27 30 0.21 2.10 2.10 2.10 2.10 2.10 2.10 2.1				1					:	1	!	
UND-JJJ   549   55.1   6.22   32.3   0.27   180   98.8   80.80   1.65   26.0   2.4.0	111-200	<b>2</b> 4 4	47.8		2.1.			#1.B	100.00	1.74	11.2	1.02
The contract contracts   The	CFC-000	545	55.1	~		.77		*	N 9. 49	1.65	24.0	2.4
170   176.7   0.60   31.6   0.26   61   136.7   77.31   2.13   74.5							ì	7.4	13.64	0.12	*:	61.0
UND-MER 179 176.3 0.60 31.6 0.26 66 136.7 775.31 2.13 74.8 7.2 UND-MER 772 6.4 6.4 6.0 0.26 6.6 6.4 106.00 0.10 4.0 7.2 UND-MER 772 6.4 6.4 6.0 0.26 6.6 6.4 106.00 0.10 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0							5	3.2	5.85	0.12	1.9	0.17
LEF-BMM 455 240.3 1.14 43.0 0.36 ML 200.1 71.18 2.09 17.0 4.0 LEF-BMM 455 240.3 0.097 111.4 0.998 ML 200.1 71.18 2.09 70.0 70.0 11.2 LEF-BMM 455 240.3 0.097 111.4 0.998 ML 192.4 77.17 2.62 77.5 77.5 LEF-BMM 455 240.3 0.097 111.4 0.998 ML 192.4 77.17 2.62 77.5 77.5 LEF-BMM 455 240.3 0.097 111.4 0.998 ML 192.4 77.17 2.62 77.5 LEF-BMM 455 240.3 0.097 111.4 0.998 ML 192.4 77.17 2.62 77.5 LEF-BMM 455 240.3 73.2 0.29 33.1 0.27 ML 35.6 40.6 11.8 77.9 20.8 LEF-FFF 200 23.8 0.00 0.27 ML 35.6 40.7 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0	000 -KEK	179	176.4	04.0	31.6	.26	i	136.5	17.31	2.13	24.4	9
LEF-BHH 455 249.3 0.97 111.4 0.99 : HL 208.1 71.18 2.83 70.4 LEF-BHH 455 249.3 0.97 111.4 0.99 : HL 192.4 77.17 2.67 71.5 LEF-BHH 455 249.3 0.97 111.4 0.99 : HL 192.4 77.17 2.67 71.5 LEF-BHH 455 249.3 0.97 111.4 0.99 : HL 192.4 77.17 2.67 71.5 LEF-BHH 455 249.3 0.97 111.4 0.99 : HL 192.4 77.17 2.67 71.5 LEF-BHH 455 249.3 0.99 111.4 0.99 : HL 192.4 77.17 2.67 71.5 LEF-BHH 455 249.3 0.99 111.4 0.99 : HL 192.4 77.17 2.67 71.5 LEF-BHH 455 249.3 0.99 11.6 LEF-BHH 455 249.3 73.2 0.29 33.1 0.27 : HL 35.7 48.67 1.19 11.8 17.9 LEF-BHH 711 13.8 0.06 4.8 0.07 : HL 27.8 10.00 0.32 6.8 LEF-BHH 711 13.8 0.06 4.8 0.07 : HL 27.8 10.00 0.32 6.8 LEF-HH 711 13.8 0.06 4.8 0.07 : HL 27.8 10.00 0.30 0.30 11.2 LEF-HH 75.3 17.7 7.2 1.3 18.2 LEF-HH 55.8 17.1 17.2 7.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1							5	.0.		1.46		0.65
EEF-BMM         455         266.1         71.16         2.83         70.6           EEF-BMM         455         284.7         3.07         111.8         0.94         111.18         2.66         77.17         2.67         87.5           EEF-CCC         478         142.7         0.97         111.8         0.94         141         197.4         77.17         2.67         87.5           EEF-CCC         478         142.7         0.66         0.67         111.8         0.95         141         86.6         17.19         9.7           EEF-CCC         478         142.7         0.66         16.6         17.6         17.7         17.7         17.7         27.4           EEF-CCC         478         14.2         0.66         16.6         17.7         17.7         17.7         17.7         17.7         17.7         17.7         18.2         18.8	NAM-DUO	224	9.9	80.0	9.4		1	9.4	100.00	010	9.0	0.14
LEF-BMH 455 249.7 3.14 43.0 0.36 H 208.1 71.18 7.87 71.0 17.4 7.17 2.67 71.5 17.6 17.6 17.6 17.6 17.6 17.6 17.6 17.6	,											
LEF-BHH 455 249.7 0.97 111.8 0.94 HI 192.8 77.17 2.62 87.5  EEE-CCC 478 182.8 0.95 62.5 0.52 HI 18.5 0.33 9.7  EEE-CCC 478 182.8 0.56 62.5 0.52 HI 186.5 0.39 10.3  EEE-CUU 4.3 73.2 0.29 33.1 0.27 HI 35.6 40.6 1.19 10.2  EEE-CUU 4.3 73.2 0.29 33.1 0.27 HI 35.6 40.6 1.19 10.8  EEE-CUU 4.3 73.2 0.00 6.8 0.00 4.4 0.07 1.1 15.8 100.00 0.32 6.8  EEE-GGG 588 15.8 0.00 4.8 0.07 1.1 15.8 100.00 0.56 8.8  EEE-HMH 711 13.6 0.00 3.8 0.03 161 15.8 100.00 0.10 3.8  EEE-HHH 753 101.8 0.80 5.8 0.03 161 19.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13	LEE-AAA	201	242.1	1.14	<b>.</b> :			208.1	71.18	2.83	30.0	0.76
EEE-CUC WAY 192.8 0.07 111.8 0.04: HL 102.4 77.17 2.62 87.5  EEE-CUC WAY 192.8 0.56 02.6 0.52: RL 86.6 60.65 1.18 37.9  EEE-CUC WAY 192.8 0.56 02.6 0.52: RL 86.6 60.65 1.18 37.9  EEE-CUU 4.3 73.2 0.29 33.1 0.27: HL 35.6 46.6 1.18 37.9  EEE-CUU 4.3 73.2 0.29 33.1 0.27: HL 35.6 46.6 1.18 37.9  EEE-CUU 4.3 73.2 0.29 33.1 0.27: HL 35.6 46.6 1.18 37.9  EEE-CUU 4.3 73.2 0.29 33.1 0.27: HL 35.6 46.6 1.18 16.8  EEE-CUU 4.3 73.2 0.29 33.1 0.27: HL 35.6 46.6 1.18 16.8  EEE-CUU 4.3 73.2 0.29 33.1 0.27: HL 27.8 100.00 0.30 7.2  EEE-LUU 4.3 73.2 0.00 0.8 0.8 0.07: HL 27.8 100.00 0.30 7.2  EEE-MAY 711 13.8 0.00 4.8 0.07: HI 15.8 100.00 0.30 7.8  EEE-HWH 5.3 101.8 0.80 5.8 0.03: GL 6.2 100.00 0.10 7.8  EEE-HWH 5.3 101.8 0.80 5.18 57.5 0.21: HI 55.8 12.0 0.20 18.2  EEE-CUC 412 88.0 5.18 57.5 0.21: HI 55.8 67.8 57.8 57.8 57.8 57.8 57.8 57.8 57.8 5							_	84.7	28.82	3.07	12.4	7
EEE-CUC	LEF -BHA	•	•		1.			٥	77.17	2.62	87.5	2.14
EEE-CCC WWW 192.8 0.56 0.2.5 0.52; RL 06.6 0.0.05 1.10 37.9  EEE-DUD 0.3 73.2 0.29 33.1 0.27; RL 35.6 46.67 0.00 16.1  EEE-DUD 0.3 73.2 0.29 33.1 0.27; RL 35.6 46.67 0.00 16.1  EEE-DUD 0.3 73.2 0.29 33.1 0.27; RL 35.6 46.67 0.00 16.0  EEE-GUG 50 15.0 0.00 0.0 0.0 0.0 17 18.0 100.00 0.32 0.00  EEE-MRW 711 13.6 0.00 0.0 1.1 15.0 100.00 0.56 0.0  EEE-JJJ 55.0 0.22 10.2 0.12; MT 55.0 100.00 0.10 1.0  EEE-JJJ 55.0 0.22 10.2 0.03; GL 0.2 100.00 0.10 1.0  EEE-JHM 75 172.2 0.07 3.0 0.03; GL 0.2 100.00 0.10 1.0  EEE-HWH 55 101.0 0.00 10.0 10.0 10.0 10.0 10.0  EEE-JHM 55 101.0 0.00 10.0 10.0 10.0 10.0 10.0  EEE-JHM 55 101.0 0.00 10.0 10.0 10.0 10.0 10.0			1		Ì		1	1	9	1.30	14.2	
EEE-CCC 444 142.4 0.56 62.5 0.52; AL B0.6 60.65 1.18 37.9 20.0 EEE-DUU 4.3 73.2 0.29 33.1 0.27; HL 35.6 40.0 1.10 20.0 20.0 1.10 14.8 1.							3	21.1	8.53	0.33		0.12
EEE-DUU 4°3 73.2 0.29 33.1 0.27; HL 35.4 44.67 0.40 34.2 44.6 4.7 6.15 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2	- נבנ -כככ	N . B	187.8	8.56	62. A	. 52		96.4	40.05	1.18	37.9	0
EEE-DUD 4.3 73.2 0.29 33.1 0.27 : HL 35.4 40.67 0.40 14.1 14.2 14.1 15.4 10.0.0 14.1 14.2 14.2 11.19 14.2 14.2 14.2 14.2 14.2 1.19 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2							7		12.57	1.70	20.0	1
EEE-DUD 6.3 73.2 0.29 33.1 0.27 : HL 35.6 48.61 0.88 14.1 14.8							5	6	6.74	0.15	~	0.1
LEE-GUG 588 15.4 0.09 0.8 0.06 : HL 21.4 100.00 0.32 6.8  LEE-GUG 588 15.4 0.09 0.8 0.05 : HL 21.4 100.00 0.56 8.4  LEE-JUJ 55.4 0.22 14.7 0.12 : WT 55.4 100.00 0.56 8.4  LEE-JUJ 55.4 0.22 14.7 0.12 : WT 55.4 100.00 0.10 7.4  THE-JUJ 55.4 0.07 5.4 0.03 : GL 6.7 100.00 0.10 7.4  THE-JUJ 55.4 101.7 26.0 0.22 : HL 92.8 7.89 1.26 14.0  HFF-HMH 553 101.4 0.40 56.3 0.87 : GL 82.5 HL 10.7 1.29 45.6  HE 19.7 18.9 0.7 10.7	EFE-DUD	4 F 3	•	0.29	•	.23		35.4	4.8.64	4	14.1	•
LEE-GGG 548 15.4 0.09 0.8 0.06 HL 21.4 1CO.0C 0.32 4.6  LEE-GGG 548 15.4 0.00 d.4 0.07; hl 15.4 100.00 0.56 8.4  LEE-HWH 711 13.8 0.00 d.4 0.07; hl 15.4 100.00 0.56 8.4  LEE-JJJ 958 6.2 0.02 3.4 0.03; GL 6.2 100.00 0.10 1.4  TPF-ABA 151 172.2 0.02 3.4 0.03; GL 6.2 100.00 0.10 1.4  FFF-GG 612 44.0 56.3 0.47; GL 82.5 HL 92.0 0.59 5.7  FFF-CG 612 44.0 0.518 27.5 0.23; HL 19.1 18.9 0.50 10.7								37.7		1.19	10.6	
LEE-GGG 588 15.8 0.00 0.8 0.00; b1 15.8 100.00 0.32 6.8  LEE-GGG 588 15.8 0.00 d.8 0.00; b1 15.8 100.00 0.56 8.8  LEE-JUJ 55.8 0.22 14.7 0.12; w1 55.8 100.00 2.07 18.2  LEE-JUJ 55.8 0.07 3.8 0.03; GL 6.2 100.00 0.10 3.8  TPF-ABA 151 172.7 0.87 26.0 0.22; BL 92.8 57.8 1.26 1.26  FFF-HMH >53 101.8 0.80 5.18 27.5 0.23; ML 19.1 18.9 0.59 5.7  FFF-CC 612 88.0 5.18 27.5 0.23; M. 10.1 18.9 0.20 10.7					:	!	3	0	4.72	0.08	Α.	0.0
LEE-GGG Sen 15.4 0.06 d.4 0.07; b] 15.4 100.00 0.56 n.4  LEE-JJJ 546 55.4 0.22 14.7 0.12; uT 55.4 100.00 2.07 14.2  LEE-JJJ 556 6.2 0.07 3.4 0.03; GL 6.2 100.00 0.10 3.4  FPF-ABB 151 172.7 0.67 26.0 0.22; BL 92.8 53.8 1.26 14.0  FFF-HMH >53 101.4 0.40 56.3 0.67; GL 82.5 HI.07 1.29 45.0  FFF-CC A12 44.0 0.11 27.5 0.23; M. 25.8 57.9 0.74 10.7	tet-fff	2 00	23.4	•	8.0	9		21.0	100.00	0.32	£.	0.17
LEE-MAR 711 13.6 0.05 9.7 0.12 : WT 55.8 100.00 2.02 18.2  LEE-JJJ 556 6.2 0.02 3.8 0.03 : GL 6.2 100.00 0.10 3.8  LEE-JJJ 556 6.2 0.02 3.8 0.03 : GL 6.2 100.00 0.10 3.8  LEE-JJJ 557 72.2 0.87 26.0 0.22 : NL 92.N 53.89 1.26 1.26  LT 81.8 28.03 1.51 6.2  LT 81.8 28.03 1.51 6.2  LT 81.9 28.03 1.59 85.0  LT 81.9 1.20 85.0  LT 81.9 1.20 85.0  LT 81.9 1.20 85.0  LT 81.9 1.20 85.0  LT 81.9 1.20 85.0  LT 81.9 1.20 85.0  LT 81.9 1.20 85.0  LT 81.0 1.20 8	£££ -666	5.68	15.4	90.0		2		15.4	100.00		•	11
LEE-JII 246 55.4 0.05 9.7 0.12 : WT 55.4 100.00 2.02 14.2  LEE-JJJ 554 6.2 0.02 3.4 0.03 : GL 6.2 100.00 0.10 3.4  FPF-AAA 151 172.2 0.07 26.0 0.22 : RL 92.4 53.8 1.26 14.0  FFF-HMH >53 101.4 0.40 56.3 0.67 : GL 82.5 HI.07 1.29 45.0  FFF-CC A12 44.0 0.14 27.5 0.23 : M. 25.8 57.0 0.26 10.7					)	•		•		•	•	;
LEE-JJJ 556 6.2 0.07 3.8 0.03 : WT 55.8 100.00 2.07 18.2  LEE-JJJ 556 6.2 0.07 3.8 0.03 : GL 6.2 100.00 0.19 3.8  FFF-MAR 151 172.7 0.87 26.0 0.22 : RL 92.8 52.0 1.56 1.6  FFF-WH 553 101.8 0.80 5.18 0.25 1.81 55.8 55.8 55.8 10.7	ELE -NAK	TH.	13.8	20.0	1.0	n.n	<u>.</u>	13.6	100.001	0110	4.0	0.21
###-### 151 172.7	ttt-111	256	55.4	0.22	*	-12		55.4	10.00	2.02		1.29
РРБ-КАЗ 151 172-2 П.87 26.U П.72 : RL 92.M 55.0 1.26 1.6.0 61 38.0 22.0 0.59 5.7 61 38.0 22.0 0.59 5.7 61 38.0 22.0 0.59 5.7 61 19.1 18.9 0.20 10.7	£££-333	95.8	4.2	0.0	3.4			6.9	100.00	0.10		0.11
ыт языя 20,03 1,51 6.2 64 3м.п 22.0 м 0.59 5.7 64 3м.п 22.0 м 0.59 5.7 64 3м.п 22.0 м 0.59 5.7 64 3м.п 22.0 м 1.07 1.29 85.0 64 19.1 18.9 0.20 10.7	REPERT	181	177.7	1.87	26.0	22	- 1	H 2 C 6	48.62	1.24	0.41	0.35
FF-HMH 543 101.4 0.40 56.3 0.47; GL 82.5 H1.07 1.29 45.6 FF-CCC A12 44.9 0.18 27.5 0.21; M1 34.8 55.8 0.74 16.7									20.04			
FFF-HMH 543 1/11.4 0.47 56.3 0.67; GL 82.5 H1.07 1.29 45.6 FFF-CCC A12 44.9 0.18 27.5 0.28; M1 35.8 57.82 0.78 35.3							ಕ	C E	,	0.5		
FF-CCC A12 44.0 0.21 41 35.0 41 35.0 5.15 35.0 5.15	MH- 334	8 9 4	9.5	4	3	3	1	١,			:	} :
PFF-CCC A12 64.0 0.18 27.4 0.28 48 58.8 67.8 58.8				•			_			0.24		10.1
-CCC 612 64.0 0.14 0.24 40 0.04 40 0.14 40 0.14 40 0.14	ì			}		1						•
10°11 10°10 30°11 10°12 11 0 6200 1013 110°1 10°1 10°1												

1 38 8 9 8	DIST.	911/64V		# P# /134 V			PA K/NA V	TOT a	,	KPM/UAV	SC AR
111-111	*	8.5	0.18	32.0	0.27	6F	24.3	47.00	0.19	15.0	1.37
111-111	200	200.1	90.0	5.A	: 50° u	1	20.1	20.1 10A.0C	0.27	5.8	0.14
FFF-11111	740	4.7	0.03	5.1	0.04	ي	6.7	103.00	0.10	5.1	0.17
666-AAA		190.1	0.74	41.7	0.76	Ç	83.6	43.95	3.11	. n . 3	* .13
						9	48.6	25.54	0.76	27.4	0. 7A
						14	44.A	7.08	0.61	21.5	6.59
<b>666-84</b> €	•	184.0	0.74	82.0	0.68	7	69.2	14.63	96.0	30.0	0.7
						5	95.R	20.54	2.08	24.2	2.48
						5 5	20.5	10.86	0.08	9 .	26.0
999 -ccc	572	137.4	0.54	79.7	0.65	2	71.7	\$2.10	2.67	.1.0	4. 20
			. 1	1		9	65.0	47.90	1.03	37.7	1.25
<b>566-000</b>	747	68.6	0.27	51.5	0.42	80	42.7	67.28	1.59	31.9	3.26
				1		3	25.9	37.72	0.00	10.3	0.64
666-EE	548	18.9	0.07	10.4	. 60.0	5	14.8	78.07	0.54	A.1	0.74
		1		ļ		#		21.93	0.00	2.3	0.06
666-HMH	9 4	9.B	0.0	٥.٤	. *0.0	ē	8.0	100.00	0.37	0.4	0.51
666-JJJ	241	33.8	0.13		. 10.0		25.A		0.0	۸.	4.0
						5	8.0	23.53	0.29	2.0	0.18
HHH-BAA	755	171.5	19.0	129.5	1.07	Ē	82.8	48.2#	3.08	47.5	6.34
						=	43.7	25.48	0.59	21.0	0.62
			-			<u>و</u> و	27.0	14.7	2.5	, o	9 0
						-	7.1		0.26		0.4
HHH-HH	250	241.7	0.0	62 °A	0.52	_	162.0	67.0	6.03	42.0	.20
					'	-	41.6	17.21	1.52	10.8	0.4
						19	37.4		6.0		0.32
						5				•	•
HWM-CCC	340	201.7	64.0	12.6	. 09.4	4	133.7	0.99	40.4	0.48	00.0
!						1 T	31.0	14.84	1.16	11.9	1.05
HMH-000	9.8	116.0	A # C	63.6	0.53	19	6.48		1.31		1.53
						29	32.0	27.5	0.50	17.5	0.69
43-4H	11	17.1	0.01	12.1	0.10	5	17.1	17.1 100.00	0.62	12.1	1.11
dd de Huill	Th.	N.A	64.0	1:5	19 : 14.0	19	8.9	CO-4-01 H-9	0.11	1:5	9.17
134 - Ff. 6	9.0	•	*0 ° u	٥.٠	0.0		7.0	PO.37	0.30	•	0
		(		:	:	_19	1.4	1	0.03	1.0	0.04
11.5- HMH	240	25.8	01.0	•	. 4J•u	0	19.	74.31	0.77	0.	0.42

PA PWE T	0157.	PAX/DAY	a Lota	Y 40 / 40 4	1.14	P LY / CAY	1014	27.5	KPM/DAY	2
1					5 2	1	12.68	- 1	20	0.0
					100	•				20.0
111-111	349	78.3	0.29	27.6	0.23 : 68	0119	A 3.26	0.07	29.8	0.77
					-	12.4	14.74	0.05	:	0.42
111-6HR	244	51.9	0.20	12.7	n.11 : 68	51.0	100.00	0.81	12.7	0.43
111-000	1	42.4	0.17	7.8	0.06 : GR	*2.4	45.4 100.00	0.64	7.8	0.26
111-000	215	70.0	0.27	16.5	0.14 : #T	54.4	77.69	1.98	12.8	1.17
111-EEE	256	43.7	0.17	11.2	14 : 60.0	43.7	-	1.59	11.2	1.02
111-666	5.48	3.2	0.01	1:1	0.01 : 67	3.2	100.00	0.11	1.1	0.15
J.J. J. A. A. A. A. A. A. A. A. A. A. A. A. A.	550	104.8	0.42	59.7	0.50 : 80	53.8	10.38	2.00	30.1	3.08
					1 5	32.6	19.05	0.98	11.4	0.45
333-884	122	170.1	0.67	39.7	0.33 : 61	121.9	11.10	1.89	24.2	0.0
				•		49.1	28.81	1.79	11.4	1.0
שא-נננ	346	121.9	0.48	47.0	0.19 : An	67.4	34.00	2.51	26.1	2.67
					Lq.	1::1	11.56	0.51	5.4	0.50
000-FFF	5 R S	55.0	0.71	32.2	A.27 : RD	12.1	77.05	1.60	7.1	2.56
JJJ-EEE	558	7.2	0.03	c.	0.03 : wT	* ~	64.70	0.17	7.6	0.23
333-666	\$26	7.6	0.03	٠,	19: 60.0	7.4	-	0.12	0.	0.13
233-666	152	JA. A	0.14	6.5	0.76 : AD	35.6	96.62	1.32	0.3	0.0
нин-ССС	240	21.9	n.89	5.7	0.05 : RD	21.0	21.9 100.00	0.82	5.1	0.58
KEK-AAA	441	18.4	0.07	4	N.C7 : WT	18.6	100.00	0.68	6	9.78
K K - B M B	472	57.5	n.22	24.2	0.20 : GL	17.1	70.26	0.63	17.0	0.56
אאע -כככ	303	218.5	0.85	66.2	0.55 : GL	170.5	78.03	2.66	51.7	1.71
MKK -000	179	175.0	0.58	11.1	9.24 : GL	132.7	75.86	2.07	23.8 7.6	0.7
111 -444	330	29.9	6.12	•	*9: 80.0	24.0	20.001 0.05	0.47	6.0	0.33
CLL - HRR	THE	y:31	4.17	8:3	0.07 : 58	46.4	00.4 01 H. BB	0.10	8.3	0.78
111-000	370	:	69.0	٠.	A.C. : 68		4.1 100.00	0.01	:	0.0

BA RKE 7	01ST.	BANKET DIST. PAX/DAY		STOT KPM/DAY	1014		10	BK/DAY	10 PAKANAY \$101	8 62 8	SCAR KPH/DAY	8 C 5 R
HAR-BUR SAL	ll &	1.0 v.4	0.13	1.53	19:12.0		5	11:4	47. 140.00	9.74	1.20	0.84
333-44#	5.8	22.5	00.0	11.0	n.09 : 61		اپر	22.5	22.4 100.0C	0.35	11.6	0.38
VV V- NAN	179	51.9	0.20		0.78 : 67	••	5	51.0	51.9 100.00	1.89	6.3	
HAR-BAN	509	1.7.8	A.26	4.6.7	6.19 : RB	<b>.</b> -	8.5	10.7	71.55	0.10	34.3	1.13
AMH-CCC	TW.		۸.16	25.6 1.16 18.0 6.15 : GP	A.15		a - 4	13.0 12.4	50.72	0.20	0 K	0.31
N88-DDD 752	264	17.1	0.05	1.8	n.t7 : 68		85	12.1	12.1 10A.0C	0.10	1.4	0.30
KKK-644 1644	1694	413.2	1.62	445.9	5.77 : 60		8	141.6	141.6 34.26	2.21	238.4	9.04
						ľ	<u>د</u>	131.7	31.88	2.04	221.8	7.35
							<u>ا ج</u>	107.1 32.8	75.91	1.20	180.3	
XXX-698	2078	350.4		1.17 728.2	4.04 : PL	••	J.	205.0	54.51	2.79	426.0	-
						٦	19	63.4	63.4 1R.OR	0.99	131.7	4.36
						_	6.0	61.7	17.62	0.96	128.3	4. 35
							5	20.1	5.80	0.74	47.2	4.8

	i					ļ	
	KPH /DAY	4917.A	3016.1	2946. 9	1.110	1096.9	 12055.5
	TO PAKINAV KPM/NAV	7345.4	6407.2	1.0009	2664.3	2742.2	 25584.8 12055.5
	10	3	9	9.5	00	<b>1</b> 4	
IO WOLLTON II							
// WI WI 4-17 K							

TABLE 4.15 PERIOD 2 TRAFFIC DATA

236.7 42.55 6.67  236.8 70.96 7.25  16.8 1.25  774.7 78.46 7.25  774.7 78.46 12.77  999.7 72.23 7.66  86.8 7 42.65  715.9 75.84 9.25  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 75.84 9.26  715.9 15.81 1.33  81.8 7 20.65  81.8 7 10.00 0.37  11.7 7 7.34 8.28  84.7 70.61 0.64  11.6 9 0.37  11.7 7 7.34 8.28  84.7 70.61 0.64  11.6 9 0.37  11.7 7 7.34 8.28  84.7 70.61 0.64  11.7 7 7.34 8.28  84.7 70.61 0.64  11.7 7 7.48  84.7 70.61 0.64  11.6 9 0.17  84.7 70.61 0.68  11.6 9 0.17  77.8 76.18 1.30  77.8 76.18 1.30  12.9 7.8 70.18  11.9 7.9 8.8 70.86  11.9 7.9 8.8 70.88  11.9 7.9 8.8 70.88  11.9 7.9 8.8 70.88  11.1 7.9 7.9 8.8 10.31  11.1 7.9 7.9 8.8 10.31						*	:		! !	:	•	
-CCC 519 2248.2 0.38 1211.4 9.92 : GR HWJ. 39.47 12.55				•	~							
CCC   519   2248.7   1.78   1211.4   9.92   6   235.1   70.94   4.75							69	476.7	45.54	4.47	244.6	6 .4 3
-CCC 319 2248.2							,	331.4	29.45	4.70	171.5	5. 34
-CCC 519 2248.2 6.78 1211.4 9.92; GR HRT.5 15.45 2.25 -CCC 519 2248.2 6.78 1211.4 9.92; GR HRT.5 15.45 12.78 -CUU 588 813.6 3.19 991.4 4.02; HT 78.7 19.46 10.77 -CUU 588 813.6 3.19 991.4 4.02; HT 78.7 19.46 10.77 -CUU 588 813.6 3.19 991.4 4.02; HT 78.7 19.46 10.77 -CUU 588 813.6 0.98 37.7 0.31; HT 215.9 25.86 3.26 -CFF 151 166.7 0.08 25.5 0.21; HT 215.9 25.86 3.26 -CFF 151 166.7 0.08 25.5 0.21; HT 95.6 11.5 1.00 -CFF 151 166.7 0.08 25.5 0.21; HT 95.6 11.5 1.00 -CFF 151 166.7 0.08 25.5 0.21; HT 95.6 11.5 11.6 0.20 -CFF 151 166.7 0.07 11.6 0.79 10.6 6.7 4.20 -CFF 151 166.7 0.27 21.0 0.17; HT 41.0 20.6 0.40 -CFF 151 166.7 0.27 21.0 0.17; HT 41.0 20.6 0.40 -CFF 151 166.7 0.27 21.0 0.17; GP 46.7 11.6 0.17 -EFF 151 166.7 0.27 21.0 0.17; GP 46.7 11.6 0.17 -EFF 151 16.8 0.27 21.0 0.17; GP 46.7 77.7 7.18 11.0 -CFF 151 16.8 0.27 21.0 0.17; GP 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 C 0.49 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 -CFF 151 16.8 0.27 21.7 0.70; GF 36.7 10.00 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0.70 -CFF 151 16.8 0							5	234.1	20.00	3.62	122.0	4.02
PD 18-8 1-8-5 0.08 1211.4 9.92   GR H87.5 39.47 12.58					1		5	4.70	5.56	7.25	32.4	2, 91
-CCC 519 2248.2 h.24 1211.4 9.42; GP M87.5 39.47 12.59  -CCC 519 2248.2 h.24 1211.4 9.42; GP M87.5 39.47 12.59  -DUU 548 H35.6 3.19 491.4 4.02; HL 40.2 5.34 0.83  -CCC 51 25.6 0.96 37.7 0.31; HL 40.2 5.34 0.83  -EEE 187 255.6 0.96 37.7 0.31; HL 40.7 12.6 1.09  -EEE 187 255.6 0.96 37.7 0.31; HL 40.7 12.6 1.31  -HHH 775 150.5 0.07 9.0 0.70; HD 65.7 92.6 1.51  -HHH 775 150.5 0.07 9.0 0.70; HD 11.1 77.3H 4.43  -HHH 775 150.5 0.07 11.0 0.17 9.0 0.20  -HH 41.0 20.40 0.20							æ	~		0.62	A.5.	0.9
			1   1	2	1211.4	7			•		F 978	00.41
	14		1 • i			i.	1-	7.457				100
-DUU 588 H35.6 3.19 4V1.4 4.02 : NL 402.4 55.34 0.81 -DUU 588 H35.6 3.19 4V1.4 4.02 : NL 402.4 55.34 0.81 -EEE 187 256.6 0.98 37.7 0.31 : HL 215.9 54.84 3.26 -FF 181 166.4 0.68 25.5 0.21 : HL 95.6 56.31 3.00 -FF 181 166.4 0.68 25.5 0.21 : HL 95.6 56.31 3.00 -FF 181 166.4 0.68 25.5 0.21 : HL 95.6 56.31 3.00 -FF 181 166.4 0.68 25.5 0.21 : HL 95.6 56.5 1.31 -HHH 755 150.5 0.61 120.5 0.99 : HD 117.1 77.34 4.81 -HHH 755 150.5 0.61 120.5 0.99 : HD 117.1 77.34 4.81 -HHH 775 150.5 0.61 120.5 0.99 : HD 117.1 77.34 4.81 -HHH 775 150.5 0.61 120.5 0.99 : HD 117.1 77.34 0.87 -JJJ 559 96.0 0.37 53.7 0.84 : DD 68.8 68.3 0.37 -HH 130 38.7 0.13 11.8 0.79 : 60 38.7 100.0C 0.89 -FF 180 177 135.5 0.50 26.3 0.75 11.0 0.11 -FF 180 177 135.5 0.50 26.3 0.75 11.0 0.11 -FF 180 177 135.5 0.50 26.3 0.75 11.0 0.11 -FF 180 177 135.5 0.50 26.3 0.75 11.0 0.11 -FF 180 170 170 170 170 170 170 170 170 170 17	S I I I I I I I I I I I I I I I I I I I		1 • i							1 4 4	2 0 4 6	
-DUU 588 H35.6 3.19 491.4 4.02 : H1 402.4 55.84 3.20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		• i				3	98	3 6 8 4	3.10	9	0 1 a
			• i	•	5	•		•		;	•	,
				:		•		*		•	211.4	1.06
-EFE 187 236.6 0.98 37.7 0.31: RL 215.9 F4.1 1.09  -FFF 181 168.6 0.68 25.5 0.21: FL 95.6 56.54 11.33  -Ebb 8.6 8.6 201.0 0.77 96.0 0.79: KD 41.7 12.5 6.6 11.33  -Ebb 8.6 8.6 201.0 0.77 96.0 0.79: KD 65.7 42.6 13.2 1.51  -HHH 755 159.5 6.61 120.5 0.99: KD 117.1 77.34 4.83  -111 369 96.0 0.27 21.0 0.17: GP 86.7 11.69 0.37  -114 369 96.0 0.37 53.7 0.44: PD 84.8 F6.3 1.54  -115 369 96.0 0.37 53.7 0.44: DB 84.8 F6.3 1.50  -116 370 38.7 0.13 11.8 0.79: GP 38.7 150.05 0.89  -117 370 38.7 0.13 11.8 0.79: GP 38.7 150.05 0.89  -118 179 135.5 0.50 20.3 0.17  -119 170 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -119 170 175.7 0.70 0.70: GP 38.7 150.05 0.89  -110 170 170 0.70: 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.13 11.8 0.70: GP 38.7 150.05 0.89  -111 370 38.7 0.10: GP 38.7 150.05 0.89  -111 370 37.7 0.70: GP 37.7 0.					-		<u>.</u>	21/0		3. 20	1674	21.4
-FFF 141 168.4 0.64 37.7 0.31 : H1 215.9 44.13 3.00  -FFF 141 168.4 0.64 25.5 0.21 : H1 40.7 15.41 13.50  -Ebb 6 882 201.0 0.77 90.4 0.79 : H0 65.7 42.63 3.24  -Ebb 6 882 201.0 0.77 90.4 0.79 : H0 65.7 42.63 3.24  -HHH 755 159.5 0.61 120.5 0.99 : H0 117.1 75.34 4.43  -JJJ 559 96.0 0.37 53.7 0.44 : H0 117.1 75.34 4.43  -JJJ 559 96.0 0.37 53.7 0.44 : H0 64.4 F6.3 0.37  -HK 6A1 12.7 0.05 21.0 0.17 : GP 44.7 79.61 0.64  -HK 6A1 12.7 0.05 5.4 0.05 : GL 23.8 16.9 0.37  -HK 755 159.5 0.03 5.4 0.05 : GL 23.8 16.9 0.37  -HK 775 159.5 0.03 11.4 0.79 : GP 34.7 10.00 C 0.49  -HK 775 159.5 0.37 53.7 0.44 : H1 67.1 16.60  -HK 775 159.5 0.37 53.7 0.44 : H1 11.0 11.0 0.17  -HK 775 159.5 0.37 53.7 0.44 : H1 11.0 11.0 0.17  -HK 775 159.5 0.45 1.40 0.17  -HHH 775 159.5 0.45 1.40 0.17  -HHH 775 159.6 0.40 0.17  -HHH 775 159.6 0.40 0.17  -HHH 775 159.6 0.40 0.17  -HHH 775 159.6 0.40 0.17  -HHH 775 159.6 0.40  -HHH 775 1							. 0		20.	00.	7 0 0	
-FFE 187 256.6 0.96 37.7 0.11; H1 215.0 F4.17 3.00  -FFF 181 166.4 0.68 25.5 0.21; H1 95.6 56.54 1.73  -FFF 181 166.4 0.68 25.5 0.21; H1 95.6 56.54 1.73  -FFF 181 166.4 0.87 96.7 0.79; KD 65.7 42.50 0.86  -FFF 181 166.4 0.77 96.7 0.79; KD 65.7 42.50 0.86  -FFF 181 166.4 0.77 96.7 0.79; KD 65.7 42.50 0.87  -JJJ 559 96.0 0.77 96.7 0.79; KD 117.1 77.38 4.87  -JJJ 559 96.0 0.22 21.0 0.17; GP 46.7 79.61 0.84  -FFF 180 36.7 0.13 11.4 0.79; GP 36.7 160.0C 0.89  -FFF 181 179 135.5 0.57 20.3 0.70; GP 36.7 76.10  -FFF 181 179 135.5 0.57 20.3 0.70; GP 36.7 76.10  -FFF 181 179 135.5 0.57 20.3 0.70; GP 36.7 76.10  -FFF 181 1804 356.7 1.87 650.7 0.84  -FFF 181 27 0.80 0.70  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 27 0.80  -FFF 181 281 281 281 27 0.80  -FFF 181 281 281 281 27 0.80  -FFF 181 281 282 282 283 283 283 283 283 283 283 283							2		•	•	•	7.
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-646 682 201.0 0.77 90.0 0.79; KD 65.7 40.03 3.25 -646 48.7 21.56 0.60 -111 369 56.6 120.5 0.99; KD 117.1 77.34 4.43 -111 369 56.6 0.22 21.0 0.17; GP 45.7 79.61 0.64 -111 369 56.9 0.22 21.0 0.17; GP 45.7 79.61 0.64 -111 369 56.9 0.22 21.0 0.17; GP 45.7 79.61 0.64 -111 369 56.9 0.27 21.0 0.17; GP 45.7 79.61 0.64 -111 369 56.9 0.27 53.7 0.44; RD 64.8 F8.37 3.21 -111 369 56.9 0.37 53.7 0.44; RD 64.8 F8.37 3.21 -111 369 56.9 0.13 11.4 0.79; GP 34.7 160.0C C.49 -121 370 34.7 101.7 0.39 15.7 0.12; GP 37.5 76.1F 1.10 -121 370 38.7 160.0C C.49 -121 370 38.7 160.0C C.49 -121 370 77.8 1.40 -121	AA -666 4P						9	31.4	18.61			0.16
-666 882 201.0 0.77 90.7 0.79 : RD 65.7 42.63 3.25  -61 43.7 21.56 0.65  -111 369 56.9 0.22 21.0 0.17 : GD 45.7 79.61 0.64  -111 369 56.9 0.22 21.0 0.17 : GD 45.7 79.61 0.64  -111 369 56.9 0.22 21.0 0.17 : GD 45.7 79.61 0.64  -111 36 96.0 0.37 53.7 0.44 : RD 64.8 F8.37 3.21  -114 370 38.7 0.13 11.4 0.75 : GL 6.8 66.37 0.13  -115 37 38.7 0.13 11.4 0.79 : GD 38.7 160.06 0.80  -116 370 38.7 0.13 11.4 0.79 : GD 38.7 160.06 0.86  -117 370 38.7 0.13 11.4 0.79 : GD 38.7 160.06 0.86  -118 36.8 36.7 0.13 11.4 0.79 : GD 38.7 160.06 0.86  -118 36.8 36.8 15.7 0.17 : GD 77.4 76.11 1.10  -118 370 38.7 0.13 11.4 0.79 : GD 38.7 160.06 0.86  -118 370 27.87 0.88  -118 370 27.87 0.88  -118 370 27.87 0.88  -118 47.4 27.67 0.89  -118 47.4 27.67 0.89  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67 1.77  -118 47.4 27.67  -118 47	AA -666				:	į	ì			i	İ	
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-111 369 56.9 6.61 120.5 0.99; RD 117.1 77.3H 4.43  -111 369 56.9 0.22 21.0 0.17; GP 45.7 70.61 0.04  -111 369 56.9 0.22 21.0 0.17; GP 45.7 70.61 0.04  -111 369 56.9 0.22 21.0 0.17; GP 45.7 70.61 0.04  -111 369 56.9 0.22 21.0 0.17; GP 45.7 70.61 0.04  -111 370 96.0 0.37 53.7 0.44; PD 84.8 F8.37 3.21  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.79; GP 38.7 100.0C 0.89  -111 370 38.7 0.13 11.4 0.70; HI 35.0 0.94  -111 370 38.7 0.96; 1.40  -111 370 38.7 0.96; 1.40  -111 370 38.7 0.97  -111 370 38							-		15.41	1.13	14.9	1.34
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-JJJ 559 96.0 0.37 53.7 0.44; RD 84.8 PA.37 3.21  -BEK 4A1 12.7 0.05 5.4 0.05; 61 8.8 A6.33 0.13  -ILL 370 34.7 0.13 11.4 0.74; 60 34.7 160.0C C.49  -PFH 149 101.7 0.39 15.7 0.12; 60 34.7 160.0C C.49  -PFH 149 101.7 0.39 15.7 0.17; 60 34.7 160.0C C.49  -PFH 149 101.7 0.39 15.7 0.17; 60 34.7 160.0C C.49  -PFH 179 136.5 0.57 24.3 0.70; HI 24.7 75.87 0.48  -FFH 170 36.57 24.3 0.70; 67 31.0 27.87 0.48  -FFH 110.4 34.7 77.7 7.18  -FFH 110.4 34.7 72.6C 1.21							-	11.4	27.34	0.42		0.39
- PW W	35 1117	•				-					•	
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-BER 6A1 12.7 0.05 5.4 0.05 6L 6.8 6A.33 0.13 -111 370 34.7 0.13 11.4 0.04 6P 34.7 160.0C 0.49 -PWH 18V 101.7 0.39 15.7 6.12 6P 34.7 160.0C 0.49 -PWH 179 135.5 6.52 24.3 0.20 14 6.43 0.87 -PWH 179 135.5 6.52 24.3 0.20 14 6.21 45.43 0.87 -BI 10.4 346.1 1.47 0.50.5 5.72 6P 154.0 19.46 2.18 -BI 10.4 346.1 1.47 0.50.5 5.72 6P 154.0 19.46 2.18 -BI 110.4 346.1 1.47 0.50.5 5.72 6P 154.0 1.21 11							10	1	-	1.0	2.0	0.0
-ILL 370 34.7 0.13 11.4 0.14; GP 34.7 160.0C C.49 -PWH 14V 101.7 0.34 15.2 6.12; GB 77.5 76.14 1.10 -PWH 179 135.5 6.52 24.3 0.20 1.1 62.1 45.83 0.87 -PWH 179 135.5 6.52 24.3 0.20 1.1 45.83 0.01 -311 10°4 386.3 1.47 0.50.5 5.72; GP 154.0 39.86 2.18		~	_	50.0	5.4			•	66.33	0.13	6	6.1.0
		ļ	į				•		34.67	0.15	٥. د	۳.
-PWH 11V 101.7 0.3V 15.2 6.12 : 60 77.4 7A.1F 1.10 -PWH 179 135.5 6.52 24.3 0.20 int 62.1 45.83 0.87 -PWH 179 135.5 6.52 24.3 0.20 int 62.1 45.83 0.88  GL 31.0 22.0 1.46  GR 114 0.90 2.00 int 7.00 int 7.10 int 6.10 int	1	36.		-			٠	•	0	4	4	7.
-PWW 179 156.5 G.52 24.3 G.20; R. 24.2 27.8 74.11 1.10 -PWW 179 156.5 G.52 24.3 G.20; R. 6.1 45.83 G.80 -PWW 179 156.5 G.52 24.3 G.20; R. 6.1 20.4 20.6 G. 1.46		!				•				•		:
	Made	101		98.0	15.7	4.17	25	77.5	41.4	1.10	11.5	0.36
-PNN 179 136.5 G.52 24.3 0.20 Rt 62.1 45.83 C.86  b.							-	24.7	21.82	0.87	٦. ه	o. 34
61 3100 22.87 0.888 61 3100 22.87 0.888 61 3100 22.87 0.888 61 3100 22.87 0.888 61 60 1.8 1.35 0.07 61 62 62 62 62 62 62 62 62 62 62 62 62 62	MAAT	ı	1	6.52		0.50		٦.	65 e H 3		11.11	0.20
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69 1.4 1.35 0.07							3	31.0	22.87	2	, ,	0.18
2 41.2 340.1 10.47 6.05 4.12 ; GP 154.0 70.44 7.18 2 14.7 11.6 76.94 1.27 1							ag	1.4	1.35	0.04		3.01
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1110 0 04.04 1.70 1 47.4 00.46 1.01	- 11 10	İ	1	•	450.5	• :	- 1	*	H.O.	*1.		8.07
22.6. 1.21							Ę	=	7 P . O.I	1.72	_	6.21
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###-CCC 144 517 1077.4 *.11 551.4 *.5.6 "14" 57.4 *.2.60 "5.61 124.4 5.61 124		= 1.1	PIXINEY	1111	140/4ds			•	1101	X Q L X	KPH/DAY	# C
SWH-CCC   157   1721-3   0.57   261-4   2716   167-1   157-7   27-1   84-0   61-1   157-7   11-2	BHH-1111	27	1077.1	1;	7.15		,	535.4	40.69	7.44	276.8	7.1
117   1721-3   0.57   261-4   2.16   66   1721   11770   6.26   6.11							ئ	240.4	22.34	100	128.4	
###-CCC 141 1721.3 0.47 201.4 2.10 : 60 321.4 37.37 7.39 70.4 6.1.1 6.1 6							ij	179.1	15.79	.0.	0 × 8	2
###-CCC 151   1721-3							-	119.4	11.02	4.78	41.7	5.5
###-ССС 157 1721.3 0.57 761.4 7.16 : 66 521.4 30.30 7.39 76.3 61.4 61.2 61.4 61.2 61.4 61.4 61.2 61.4 61.4 61.2 61.4 61.4 61.4 61.4 61.4 61.4 61.4 61.4							C a	11.0	1.10	0.45	7.7	0
### 174   17	NKK-LTT		1 2 2 4 4 4		1.4.6	- 1	- 1	,	,	ľ		
### 17.5   17.5	;	•		•				1000	00 • 10 1 × 10 1 × 10	•	**	
### 715.4   10.46   10.49   10.47   11.44   10.38   6.41   27.3   14.4   1.3   1.3   1.4							,				0.74	-
###-EEL #55 231.7 O.M 100.4 O.M?   H 154.7 10.36 0.11 27.3    ### 17.0 10.3							2	7.7			, ,	9
###-EEE #55 23.7 79.4 3.74 781.1 7.10 66 417.7 51.62 5.85 145.7 6.42  ####-EEE #55 23.7 0.40 100.4 0.47 1 HL 156.7 67.91 2.21 72.2  ####-EEE #55 23.7 0.40 100.4 0.47 1 HL 156.7 67.91 2.21 72.2  ####-EEE #55 23.7 0.40 100.4 0.47 1 HL 156.7 67.91 2.21 72.2  ####-EEE #55 23.7 0.40 100.4 0.47 1 HL 156.7 67.91 2.21 72.2  ####-EEE #55 23.7 0.40 100.4 10.40 1 HL 22.2 19.8 0.41 14.0  ####-EEE #55 23.7 0.40 10.40 1 HL 22.2 19.8 0.41 14.0  ####-HH 249 220.0 0.84 27.0 0.47 1 HL 22.2 19.8 0.41 19.8 0.41  ####-HH 27 42.2 59.8 0.72 20.5 0.17 1 GP 9.9 10.0 1 1.0 0.40 19.1  ####-HH 494 695 60.72 20.5 0.17 1 GP 9.9 10.0 1 1.0 0.40 19.1  ####-HH 494 695 60.72 20.10 0.47 1 HL 22.2 10.0 1 1.0 0.40 19.1  ####-HH 695 60.1 0.48 39.7 0.72 1 HL 22.0 19.8 10.0 1 1.0 0.40 19.1  ####-HH 695 60.1 0.40 10.0 1 HL 22.0 19.8 10.0 1 10.0 19.1  ####-HH 695 60.1 1.2 0.10 6.1 0.40 19.2 10.0 1 10.0 0.40 19.1  ####-HH 695 60.1 1.2 0.10 6.10 0.40 19.2 10.0 0.40 19.1  ####-HH 695 60.1 1.2 0.10 0.10 19.1 19.2 19.3 0.50 10.0  ####-HH 695 60.1 1.2 0.10 0.10 19.0 0.40 19.1  ####-HH 695 60.1 1.2 0.10 0.10 19.0 0.40 19.0 10.0  ##################################							7	7.4.7	1.3. 38	71.0		,
###-EEE #\$5 233.7 0.89 100.8 0.87 1 H 194.7 24.81 2.53 0.82 2.14 0.82 5.85 1845.7 0.89 100.8 0.87 1 H 194.7 24.81 2.53 0.82 2.14 0.82 5.85 1845.7 0.89 100.8 0.87 1 H 194.8 22.81 2.53 0.87 14.0 0 0.88 2.13.7 0.80 100.8 1.80 0.80 1.80 0.81 1.80 0.												
HILL   181,   27,   81,   0   0   0   0   0   0   0   0   0	644-00D	343	194.4	3.04	781.1		i i	412.7	51.82	5.85	145.7	4.5
###-EEE #55 231.7 0.40 100.4 0.47; H 154.7 67.91 2.21 72.2  ### 46.7 12.0 1.20 1.20 1.20 1.20 1.20 1.20 1.20							<b>.</b>	196.7	24.61	3.00	69.2	2.21
### 641   1947   0.71   72.2							اب	161.4	77.85	1.53	64.2	9
###-EEE #\$\$ 233.7 0.49 100.4 0.47 ; #L 159.7 67.41 2.21 77.2  ### ### ### ### ### 0.33 40.3 0.40 : GL 57.7 66.11 0.69 11.2 0.47 14.0 0.49 14.0 0.49 11.2 0.4							3	•	0.7	0.21	7:	0.1
ВИВ-БГР         543         84.2         18.66         1.59         2.54         18.0           ВИВ-БГР         543         87.4         0.43         46.3         0.40         6L         20.4         17.2         0.47         14.0           ВИВ-БББ         4.4         172.1         0.46         74.7         0.61         8D         40.1         52.3         3.41         30.1         14.4           ВИВ-БББ         4.4         172.1         0.46         74.7         0.61         8D         40.1         52.2         3.41         30.1         14.4           ВИВ-БББ         4.4         172.1         0.46         57.0         0.47         6L         22.2         17.3         3.41	BMM-ELL	455	•	Ŧ.	100.4	. 47		2	47.41	~	17.2	4
ОНВ-РГР         543         87.8         0.33         46.3         0.40         6L         57.8         64.11         0.89         31.9           ВИВ-БББ         474         175.1         0.40         34.7         0.41         18.0         0.41         18.4           ВИВ-БББ         474         174.7         0.41         18.0         0.41         18.4           ВИВ-БББ         474         174.7         0.41         18.0         0.41         17.4           ВИВ-БББ         474         0.41         40.1         22.13         3.41         39.1           ВИВ-ПП         244         177.4         40.4         40.4         40.4         40.4         40.4           ВИВ-ПП         244         37.7         0.47         40         17.4         40.4         40.4           ВИВ-ПП         244         37.7         0.47         40         17.4         17.4         17.4           ВИВ-ПП         244         37.7         0.47         40         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4         17.4							5	44.2	18.65	1.54	20.1	1.0
вин-тит         543         вв.3         0.40         6L         57.6         66.1         10.4         31.89         0.41         16.4           вин-ббб         44         172.1         0.46         74.7         0.61         80         90.1         52.3         3.41         39.1         16.4         18.4							3	30.0	1 1. 23	0.47	14.0	0.4
ВМВ-БББ 614 172-1 0-66 74-7 0-61 : КО 90-1 52-3 3-81 30-1 1 10-8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	944-880	543	87.4	0.33	1.0	9,		47.8	11.44	0	2	
ВИВ-БББ         414         172-1         0.66         74-7         0.61         RD         96-1         22-2         3-31         39-1           ВИВ-БББ         414         17-34         0.74         22-7         61         22-7         0.74         17-0           ВИВ-111         240         220-0         0.84         57-0         0.47         61         41-1         18-6         0.65         17-0           ВИВ-111         240         25-0         0.72         20-5         0.17         26-0         66         5-7         2-60         0.65         10-0         10-0           ВИВ-111         240         61         41-1         18-0         0.66         18-0         10-0 <td></td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td>. 1</td> <td></td> <td></td> <td></td> <td></td>					•			. 1				
ВИВ-ББС         414         172.1         0.66         74.7         0.61         180         90.1         52.2         3 9.1         39.1         39.1           ВИВ-ББС         41         17.34         0.47         22.7         17.34         0.48         6.0         6.0         5.7         7.40         0.65         17.0         0.64         17.0         6.6         5.7         7.40         0.67         17.0         6.6         5.7         7.40         0.67         1.0         17.0         6.6         6.6         5.7         7.40         0.67         1.0         1.4         1.1         2.40         0.67         1.0         1.4         1.1         2.4         0.66         1.0         1.0         1.0         1.0         1.0         6.6         5.7         1.4         2.4         0.67         1.0							•			•		;
вин-иии         25.7         70.33         0.77         22.7           вин-иии         25.0         0.84         57.0         0.47         40         173.4         78.9         0.76         17.0           вин-ии         250.0         0.84         57.0         0.47         40         173.4         7.49         0.56         85.0           вин-111         28.4         0.32         20.5         0.17         60         5.4         2.40         0.07         1.4           вин-111         27         28.6         0.21         23.1         0.17         60         13.0         17.3           вин-ии         40.2         58.6         0.21         23.1         0.17         67         17.0         17.3         18.1         18.0         18.1         18.1         18.1         18.1         18.1         18.1         18.1         18.1         18.1         18.0 <td>999-949</td> <td>*</td> <td>1.561</td> <td>94.0</td> <td>74.7</td> <td>.61</td> <td>ŀ</td> <td>40.1</td> <td>52.53</td> <td>3.41</td> <td>39.1</td> <td>3.8</td>	999-949	*	1.561	94.0	74.7	.61	ŀ	40.1	52.53	3.41	39.1	3.8
вин-ини         250.0         0.88         57.0         0.47         90         173.6         78.92         0.56         45.0           вин-ини         270.0         0.88         57.0         0.47         90         173.6         78.92         0.68         45.0           вин-111         240         60         5.7         20.5         0.17         60         8.7         20.6         1.4 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>Ī</td><td>52.2</td><td>10.33</td><td>0.73</td><td>22.1</td><td>0.5</td></t<>							Ī	52.2	10.33	0.73	22.1	0.5
ВИВ-JIJ         279         6.84         57.0         0.47         90         173.6         78.92         6.53         10.6           ВИВ-JIJ         278         6.20.5         0.17         6         5.3         7.40         0.67         1.4           ВИВ-JIJ         273         168.4         0.32         20.5         0.17         6         83.0         1.77         24.9           ВИВ-JIJ         273         168.4         0.48         34.2         0.72         6         11.4         6.8         1.77         24.9           ВИВ-JIL         187         43.2         0.34         34.2         0.72         1.7         6         18.7         18.1         10.0         17.3           ВИВ-ILL         187         43.2         0.34         34.2         0.34         37.1         11.3							5	79.B	17.34	0.44	13.0	0.43
### ### ### ### ### ### ##############	BIR-HIR	- 10	420.0	9.8		4.		17.8	7.00	:	4	•
GP   5.7   2.40   0.07   1.4				•			-		18.44	4		
BMB-JII         248         83.9         0.37         20.5         0.17         56         83.9         177         24.9           BMB-JIJ         273         31.45         1.77         24.9         1.77         24.9           BMB-JII         187         53.7         31.45         1.77         24.9           BMB-JII         187         5.1         10.49         61         42.6         18.1           BMB-JII         187         8.1         0.67         16         43.2         16.0         18.1         18.1         18.1           BMB-JII         187         8.1         0.67         16         43.2         16.0         18.1         16.0         18.1         18.1           BMF-PMM         5.0         81.9         6.7         16.9         43.2         16.0         18.1         16.0							9		2.00	0.0		
BMB-JIJ         273         10.5         0.17         6P         83.0         10.0         119         20.5           BMB-JIJ         273         10.8         30.7         0.7         61         115.8         68.5         1.07         24.9           BMB-ILL         187         43.2         0.16         8.1         0.17         51.0         10.0         17.3           BMB-ILL         187         43.2         0.16         8.1         0.17         6P         43.2         10.0         0.43         5.1           BMB-ILL         187         43.2         0.16         8.1         0.07         16.0         43.2         10.0         0.43         5.1           BMB-ILL         187         43.4         6.2         6.0         35.0         47.8         6.4         10.0         10.4         10.0         10.0         10.0         10.0         6.0         43.2         10.0         0.6         10.0         10.0         6.0         43.2         10.0         0.6         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0         10.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>ı</td><td></td><td>•</td><td>•</td><td>•</td><td></td></td<>							ı		•	•	•	
BHB-JIJ         273         106.4         34.7         0.72         61         115.8         0.85         1.07         24.9           BFB-BKK         402         58.6         0.21         23.1         0.19         6L         42.8         78.11         0.66         18.1           BMB-ILL         187         43.2         0.16         8.1         0.67         168         43.2         16.0         0.43         5.1           BMB-ILL         187         43.2         0.16         8.1         0.67         168         43.2         16.06         18.1           BMB-ILL         187         43.2         0.16         8.1         0.67         16.7         43.2         16.06         0.43         16.5           BMB-ILL         187         40.3         1.06         6L         35.0         47.5         16.0         17.5           BMB-ILL         187         40.3         1.06         18.7         10.4         10.6         10.6         43.2         16.0         0.6         11.5         10.8         10.8         10.8         10.8         10.8         10.8         10.8         10.8         10.8         10.8         10.8         10.8         10.8	- 11- 049		83.9	•	၁	=	- 1	٠.	10.00	-	50.2	0.64
bfb-BKK         47         53.7         31.45         1.09         17.3           bfb-BKK         492         54.6         0.21         23.1         0.19         6L         42.8         78.11         0.66         18.1           BMB-ILL         187         43.2         0.16         8.1         0.07         16.9         43.2         10.06         18.1           BMB-ILL         187         43.4         0.26         16.9         43.2         10.06         16.1         10.0           BMM-MM         510         81.9         0.1         43.4         10.4         55.0         40.5         10.5         10.0         10.5         10.0         10.5         10.0         10.5         10.0         10.5         10.0         10.5         10.0         10.5         10.0         10.	Ŧ	213	168.4		>			115.4	A B . 5 R	1.77	24.0	9 4 0
BFW-MK         472         54.6         0.21         23.1         0.19         6L         47.7         21.69         0.43         5.1           BMB-ILL         187         43.2         0.16         8.1         0.0         1         6.1         17.0         21.69         0.43         5.1           BMB-ILL         187         43.2         0.16         6.1         6.2         15.0         16.0         0.43         16.0           BMF-MM         510         81.9         0.1         43.4         0.51         16.0         0.48         16.0         0.68         16.0           BMM-MW         60.5         80.1         0.51         50.7         0.40         60         60.4         80.9         16.0         16.0           BMM-XXX         20.76         50.5         10.40         50.5         10.40			i				1	53.7	31.45	1.93	12, 3	1.1
BMB-ILL 187 43.2 0.16 8.1 0.07 : 6P 43.2 100.0 0.43 5.1 BMB-ILL 187 43.2 0.16 0.41 6.1 6.1 BMB-ILL 187 43.2 0.16 0.41 6.1 BMB-ILL 187 6.1 BMB-ILL 187 6.1 BMB-ILL 187 6.1 BMB-ILL 187 19.0 0.48 16.5 BMB-ILL 187 19.0 0.48 16.5 BMB-ILL 187 19.0 0.48 16.5 BMB-ILL 187 19.0 0.48 16.5 BMB-ILL 187 19.0 0.48 16.5 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 0.56 16.6 BMB-ILL 187 19.34 19.37 16.71 41.57 41.57 19.34 19.35 16.71 41.52 16.71 41.52 16.71 41.52 16.71 41.52 16.71 41.52 17.5 17.5 17.5 17.5 17.5 17.5 17.5 17.5	-	•	5.0			3	3	2	70.			
BMB-111 187 83.2 0.16 8.1 0.07 : 68 43.2 100.00 0.61 8.1  BMT-PMM 510 81.9 0.11 43.4 0.36 : 68 35.4 47.68 0.48 16.5  GL 31.2 18.12 0.48 16.5  BMM-XXX 2078 525.0 1.74 0.72 5.53 : 8L 171.7 52.43 2.39 356.7  GL 54.9 18.14 0.09 34.9  UCC-XXX 577 1175.7 0.40 : 68 43.2 10.3 1.09 12.5  UCC-XXX 577 1175.7 0.45 177.7 37.3 11.5 3 434.2 1							-	12.7	21.49		٠,	
DRY-PWR 5-10 81.4 C.11 45.4 0.36 : 6F 35.0 47.68 C.51 19.0 0  GL 31.2 78.12 0.48 16.5 0.48 16.5 0.48 16.5 0  HHM-NWW 605 80.1 0.51 50.7 0.40 : UP 60.4 R0.00 0.92 34.9 1  HHM-XXX 207R 525.0 1.74 672.3 5.53 : RL 171.7 52.83 2.39 356.7 9  GG 76.8 27.63 1.09 14.0 0  GG 76.8 27.63 1.09 14.0 0  HT 17.6 5.4C C.67 36.5 3  CCC-111 570 7180.5 6.47 1175.7 9.67 3 10.31 11.5 3 434.2 19	1 - SHR	187	6.11	3	,	;	1	3	;			
### 510 #1.4 6.11 45.8 7.36 : 6F 35.9 44.68 6.51 16.0 0  GL 31.2 74.87 0.48 16.5 0.48 16.5 0.48 16.5 0  HHM-MWW 605 An.1 0.51 50.7 0.40: GP 64.6 R0.60 0.92 74.9 1  HHM-KKY 207R 525.0 1.74 672.3 5.53: AL 171.7 52.43 2.39 356.7 9  GL 54.9 18.9 1.09 14.0.6 0  GL 54.9 18.9 0.50 12.0 14.0 0  GCC-111 570 7180.5 6.77 1175.7 9.67 11.57 434.2 13  HH 77.7 37.33 16.71 41.62 10					:	;			10.01		:	`
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CCC-UUN   167   167   2   2   2   2   2   2   2   2   2	CCC-NOW   111   117-2   6.194   236.0   24	'	:		:		i		82.0	•	2.97	10.1	. 02
CCC-UUD   272   1410.0   5.40   200.0   2.14   60   224.1   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41   13.41   2.41	1	į	4	7.		90	.10			/K. K.	***		1.30
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10   10   10   10   10   10   10   10	CCC-UUD   272   1410.0   5.40   200.0   2.44   60   550.0   80.30   6.30   1370.   1		·			•	1	<u> </u>	~	¥ 200	8 9		
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12   12   12   12   12   12   12   12	CCC-616   ST   101.5   C. C   71.4   C. C   11.4   ST   12.1   ST   C. C   T. C   T. C   T.	LCC -U33	22	-	5.40	8	٦.	ı	656.	" h. 3h	4.30	117.0	4.13
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UCC-FFF	UCC-FFF A17 68.7 A.78 39.4 A.72 361 65.0 80.53 2.21 24.2 2  CCC-666 572 126.9 0.44 72.4 0.79 361 60.7 52.15 1.01 37.9 1  CCC-666 572 126.9 0.44 72.4 0.79 361 60.7 52.15 1.01 37.9 1  CCC-666 572 126.9 0.44 72.4 0.79 361 60.7 52.15 1.01 37.9 1  CCC-HMH 3A0 201.0 0.77 72.4 0.79 361 80.7 3.4 1.47 14.2 1  CCC-HMH 3A0 201.0 0.77 72.4 0.79 360 3.44 10.2 5.3 14.3 14.3 14.3 14.3 14.3 14.3 14.3 14	rcc-ttt	~	5	٠.	انہ	,	- 1		~	1.18	37.3	0.01
CCC-616	CCC-606 372 126.9							=	;	7	7.31	2 H . 2	2.5
ССС-6ы6 572 126.9 0.44 72.0 0.59 64 64 6.8 10.47 1.21 6.8 10.47 1.47 12.4 0.59 64.63 HL 6A.7 57.15 85 17.4 1.21 14.21	CCC-616   572   126.0   0.44   72.4   0.79   51   61   6.89   94.4   1.00   1.00   1.10   1.00   1.10   1.00   1.10   1.00   1.10   1.00   1.10   1.00   1.10   1.00   1.10   1.00   1							3		ſ.	3.21	٠.	0.20
ССС-6ы6 572 126.9 0.44 72.4 0.59 66 66 66.27 37.67 1 14.21	ССС-616 577 126.9 0.44 72.4 0.79 64, 64,7 57.15 1.01 37.9 1  CСС-616 577 126.9 0.44 72.4 0.79 64, 147.2 57.15 1.01 37.9 1  CCC-HHH 3AO 201.0 0.77 72.4 0.79 1.40 111.4 64.5 27.59 0.70 14.3 1.41 11.3 64.5 11.6 5 10.7 11.4 11.4 11.4 11.4 11.4 11.4 11.4 11	111-111	-	1.89	ķ	35.	~	15		6.5	0.89		1.17
ССС-6ы6 572 126.9 0.44 72.4 0.59 64 64 65.1 14.21  ССС-нин 340 201.0 0.17 72.4 0.49 1 11.8 86.67 31.61  ССС-JJJ 396 145.4 0.11 5.5 0.49 1 10. 10. 10. 10. 10. 10. 10. 10. 10. 1	1   1   1   1   1   1   1   1   1   1							ī	•	4.	0.09		0.11
ССС-ИНН 3A0 201.0 0.17 72.4 0.59; кП 111.8 56.67 14.21	CCC-HMM   340   201.0   0.17   72.4   0.49   KP   111.8   54.6   4.31   41.0   4.5   10.3   4.	9-10-	643	- 1 -	3	1 11	3	- 1	6 44	10		0 62	100
LCC-нин ЗАО 201.0 0.77 72.4 0.49; ЧР 111.8 46.67 20.34	ССС-ИМИ ЗАЛ 201.П Г.77 72.4 Г.59 КП 111.8 КА.67 4.31 41.0 4 61.0 17.1 72.4 Г.59 11.3 1 61.0 4 5.4 1.47 11.3 1 61.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0		:	•						. 4. 1.			,
LCC-нин 3x0 201.0 0.17 72.4 0.49; кп 111.8 54.67 61 45.8 27.59 61 45.8 7.03 1 40.9 70.34 68 70.9 1.44 66 7.9 1.44 66 7.9 1.44 66 7.9 1.44 61 11.14 61.00 61 61 62.9 41.17 61.00 61 61 62.9 41.17 61.00 61 61 62.9 41.17 61.00 61 61 11.45 6.13 10.40 61 61 62.9 41.17 60.9 61.00 6	ССС-ИНН ЗАЛ 201-Л 1,17 72.4 Л.49; КП 111,R 56.59 0.70 16.3 0.01 П.3 1 10.3 0 10.0 1 10.3 0.01 П.3 1 10.3 0 10.0 0.01 П.3 1 10.3 0 10.0 0.01 П.3 1 10.3 0 10.0 0.01 П.3 1 10.3 0 10.0 0.01 П.3 1 10.3 0 10.0 0.01 П.3 1 10.3 0 10.0 0.01 П.3 1 10.3 0.01 П.3 1 10.0 0.01 П.3 1 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0							=	× ×	14.21	2.0		
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GI   45.8   27.59	GE	2	340	÷		~	3.		111.8	, q. y.	4.33		4.09
UT   40,9 20,34   UCC-JJJ 346   145,4   0,56   50,1   0,46   30   37,9   54,83   CCC-JJJ 346   145,8   0,56   50,1   0,46   30   37,9   54,83   CCC-JJJ 346   145,8   0,76   50,1   0,46   30   37,9   54,83   CCC-LLL 236   48,1   10,10   0,74   36   11,15   0,17   31,1   10,19   31,1   0,17   13,5   0,11   36   34,1   10,10   37,1   37,1   31,1   0,17   21,9   0,18   31,1   0,17   21,9   0,18   31,1   31,	UCC-III   FRE   28.4   0.11   5.5   0.04   5.6   10.0   0.01   0.3   0.01   0.3   0.01   0.3   0.01   0.3   0.00   0.00   0.00   0.0   0							5	45.8	22.59	0.70	14.3	0.54
CCC-III   TRE   ZR.4   0.11   5.5   C.C4   GR   ZP.8   ICO.OC   CCC-JJJ   396   145.8   0.76   56.1   0.46   30   N2.9   56.8   CCC-JJJ   396   145.8   0.76   50.1   0.46   30   N2.9   56.8   30.1   CCC-RKK   373   194.8   0.74   50.1   0.44   61   114.5   61   114.5   61   114.5   61   114.5   61   114.5   61   114.5   61   114.5   61   61   61   61   61   61   61   6	CCC-III							5	ċ	20.34	1:17	1	1.34
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343-000	127	1.79	11.1	4.0.	7.16 : WT	1.15	K2 . 4 4	0.03	10.5	0.0
					¥.	41.٩	47.5	0.29	9.5	0.25
111-000	408	4 4 5	(1.1)	31.3	19: 90.0	27.5	11.40	5.42	15.2	0.63
					1 1	12.7	27.20	0.00	4.5	0.77
JUU -660	747	64.1	\$ 1.0	7	0.41 : 40	54.7	87.43	2.22	9.	4. 36
						۲.3	9.54	0.10	1.1	3.15
					4	1.4	2.11	70.0	1.3	0.12
114-000	4	132.9	14.0	72.4	T# : 04.0	51.9	10.42	000	1.05	5 . A.
				i	19	4.5.4		0.65	21.4	0.17
					<b>6</b> .	37.2	28.01	0.54	\$0.0 0.0	4.0
111-000	215	46.0	1.1A	10. ₩	14 : 60.0	44.0	139.00	1.65	10.6	0.07
UNU-3.13	588	55.1		37.1	0 . Jo . PP	W . C. #	76.17	1.40	20.6	2
	•					7.8	-	6,12	9.	0.15
					5	ۍ.	9.10	0.18	5.4	
DIND-KWK	179	175.7	6.07	31.4	19: 40.0	-	1	2.09	24.45	0.87
					5	39.5		1.42	7.1	•
1000-000	5.114	17.3	6.07	7.8	n.07 : 6F	11.3	44.92	6.16	4.5	0.14
					5	;		0.22	1.1	0.5
NAN-000	433	18.3	0.07	13.5	9.11 : HL	11.5	1	0.16	7.4	0.22
			-		19	# ·	20.76	÷ ;	÷ .	
					25	•	ŀ	0.0	2.	0
£ £ £ - A A A	107	745.2	1.13	4.5.4	14: 91.0	711.A	12.35	1.07	** 1.	14.0
					4	- 1		2.03	12.0	-
ttt-tru	£ 4.5	149.3	ن و	115.4	14 : FO.0	184.1		1.59	47	2.70
					7	*	3	25.	25.0	-
					79			0	٨٠,٢	
tt t -CCC	4 4 4	148.4	44.0	6 3. 2	0.32 : PL	#1.R	ı	1.10	35.8	3.93
					3		£ .	7.62	10.0	1.78
					19	1/.				
LFFE-DUC"		75.8	D2.	34.3	14.34 THE	34.0	47.54	0.50	14.2	3.62
					<b>1</b>	37.7			14.0	÷ .
					3	-	- 1	-	?	0
ct c -+ ++	600	2.3	٠.٠	1.,	٠٠٠ : ٩٠٠	24.0	101.00	9.35	7.2	0.19
121-506		1.4	:	9.0	TU 7.77.	14.8	Is.a Iraint	_ L . CE_	. T	3.74

151   171.2   0.65   25.0   0.21   HL   80.7   50.17   1.22   171.5     171.2   0.65   25.0   0.21   HL   80.7   50.17   1.22   171.5     171.2   0.65   25.0   0.21   HL   80.7   50.17   1.22   171.5     171.2   0.65   25.0   0.21   HL   80.7   50.17   1.23   1.23     171.2   0.65   25.0   0.75   HL   20.7   20.75   1.25     171.2   0.67   20.7   20.7   20.7   20.7   20.7     170.2   20.7   20.7   20.7   20.7   20.7   20.7     170.2   20.7   20.7   20.7   20.7   20.7   20.7     170.3   20.7   20.7   20.7   20.7   20.7     170.4   18.7   10.7   20.7   20.7   20.7     170.5   270.5   270.5   270.5   270.5     170.7   20.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7     170.7   20.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7   20.7     170.7   20.7     170.7   20.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     170.7   20.7     20.7   20.7	1 7488	ALST.	PARIDAY	1 L L	* ACI / 49 x		IC PAKINAY	101	SCAR K	K P H Z D & Y	A CA P
141   171.2   0.64   25.6   0.21   1.4   0.4   41.4   77.6   1.4   1.4   4.1   4.1   1.4   4.1   4.1   1.4   4.1   4.1   4.1   4.1   1.4   4.1   4.1   4.1   1.4   4.1   4.1   1.4   4.1   4.1   1.4   4.1   4.1   1.4   4.1	7	558	i	1	5.2	••	6.0	100.30		5.2	0.17
1	1 F P - 4 4 A	141	171.2	64.0	•	: 16.			1.24	11.5	0.35
61						•			1.40	٨. ٤	9.5
\$45						19			0.62	7.	0.2
HI   21.0   20.6   6129   11.6	FFF-8 4H	543	1	0.39		07	!	1	1.23	44.5	1.47
10.0   10.1   11.5   0.70   141   20.9   57.55   0.37   10.0						7			0.29	11.6	0.3
696 45.1 C.17 31.5 0.26 : GL 24.7 51.7 C.37 14.9  700 20.5 i.fh 5.9 0.25 : HL 20.5 100.00 0.27 14.0  700 6.7 0.01 5.1 0.04 : GL 6.7 100.00 0.19 5.1  410 10.11 0.13 92.1 0.04 : GL 6.7 100.00 0.19 5.1  411 10.12 0.13 92.1 0.04 : GL 6.7 11.20 0.10  577 125.0 0.47 0.27 0.41 : GL 80.1 5.0 0.57 11.20  578 125.0 0.48 71.5 0.59 : GL 80.1 5.0 0.7 2.1 2  579 9.8 C.ft 5.0 0.01 : FD 41.1 58.0 1.56 30.8  589 9.8 C.ft 5.0 0.01 : FD 41.1 58.0 1.50 0.65 10.0  589 9.8 C.ft 5.0 0.01 : FD 41.1 58.0 0.05 1.00  755 162.9 0.07 123.0 1.01 : HD 27.6 H2.8 0.27 1.00  757 759 738.0 F.7 123.0 1.01 : HD 27.6 65.91 0.07 1.00  589 9.8 C.ft 5.0 0.00 : FD 9.8 10.0 0.65 10.0  757 162.9 0.07 1.01 : HD 27.6 65.91 0.07 1.00  589 9.8 C.ft 5.0 0.01 : HD 9.8 10.00 0.65 10.0  757 162.9 0.07 1.01 : HD 10.7 6.7 10.00 0.65 10.0  757 759 738.0 F.91 61.6 0.7 1.01 : HD 10.7 6.7 11.00 0.65 10.0  758 738.0 F.91 61.5 0.00 1.00 1.00 0.65 10.0  758 738.0 F.91 61.5 0.00 1.00 1.00 0.65 10.0  758 758 758.0 F.91 61.5 0.00 1.00 0.65 10.0  758 759 758.0 0.00 1.00 1.00 1.00 0.00 0.00 0.00 0	100-111	612	1.90	. 1 B	28.0	: 57:		57.55	0.37	14.5	0
### 184.9 6.72 6.27 10.00 0.10 5.1 14.9  ### 184.9 6.72 6.27 0.07 : GL						ย		42 .45	د.،	17.1	0
700 20.5 1.76 5.9 0.05 : Ht 20.5 100.00 0.19 5.1  470 6.7 0.03 5.1 0.04 : Gt 6.7 100.00 0.19 5.1  471 184.9 6.72 0.03 5.1 0.04 : Gt 8.2 25.15 0.05 25.7  70.4 0.27 0.03 5.1 0.04 : Gt 8.2 25.15 0.05 25.2  70.4 184.9 6.72 0.27 0.07 : H0 0.79 25.89 0.25 27.3  70.4 0.27 52.4 0.43 : 60 81.0 55.89 0.15 27.3  70.5 125.0 0.48 71.5 0.59 : Gt 81.7 25.89 0.25 27.3  70.5 0.27 52.4 0.43 : 60 81.1 56.03 1.50 27.5 27.3  70.7 70.4 0.27 52.4 0.43 : 60 81.1 56.03 1.50 27.5  509 9.8 6.42 5.0 0.04 : F0 0.8 10.00 0.05 11.0  700 9.8 6.42 5.0 0.04 : F0 0.8 10.00 0.05 11.0  700 9.8 6.42 5.0 0.04 : F0 0.8 10.00 0.05 11.0  700 9.8 6.42 5.0 0.04 : F0 0.8 10.0 0.05 11.0  700 9.8 6.42 5.0 0.04 : F0 0.8 10.0 0.05 11.0  700 9.8 6.42 5.0 0.04 : F0 0.8 10.0 0.05 11.0  700 0.10 1.0 0.05 11.0 0.05 11.0  700 0.10 0.10 0.05 11.0  700 0.10 0.10 0.10 0.05 11.0  700 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0	000-111	809	15.1	6.17	31.5	. 96		21.75	6.37	11.9	0.54
700 20.5 [.06 5.9 0.05 : Ht 20.4 100.00 0.19 5.1  app 191.1 0.73 92.1 0.75 : 40 86.7 44.10 3.27 41.6  444 184.9 6.72 6.27 0.67 : 40 86.7 25.14 0.55 2.7 41.6  474 184.9 6.72 6.27 0.67 : 40 86.7 25.49 0.75 2.18  70.4 0.27 52.6 0.07 : 40 80.0 5.50 2.18  70.7 70.8 0.27 52.6 0.01 : 60 41.7 56.53 1.70 26.7 51.2  50.9 9.8 0.77 52.6 0.01 : 60 41.7 56.53 1.50 0.05 11.0  50.9 9.8 0.77 52.6 0.01 : 61 10.7 10.00 0.05 11.0  70.7 10.7 0.13 8.5 0.07 : 41 10.7 10.00 0.05 11.0  70.7 10.7 0.11 8.5 0.07 1.70 0.8 10.00 0.05 11.0  70.8 755 10.7 10.7 1.71 : 80 10.78 65.93 4.77 81.1  70.9 738.7 17.9 0.17 1.71 : 80 10.78 65.93 4.77 81.1  70.9 738.7 17.9 1.0 1.70 1.70 0.8 17.0 0.05 11.0  70.9 11.7 1.70 1.70 1.70 1.70 1.70 1.70 1.70									0.75	10.0	1. 31
740   6.7   0.03   5.1   0.04   GL   6.7   103.00   0.19   5.1	111-111	V0 ?	20.5	300	6.6			100.001	0.2A	4.	9.15
472 191.1 0.73 92.1 0.75 80.2 46.1C 3.27 41.6  474 184.9 0.672 62.7 0.67 80.2 7.16 0.68 23.7  474 184.9 0.72 62.7 0.67 80 62.0 7.26 6.55 27.3  474 184.9 0.72 62.7 0.67 80 62.0 7.26 6.55 27.3  475 125.0 0.48 71.5 0.59 6L 80.1 60.0 0.75 21.2  477 70.0 0.27 52.6 0.03 80 1.3 50.0 1.27 24.3  577 70.0 0.27 52.6 0.03 80 1.3 50.0 1.26 30.0  579 9.8 0.48 5.0 0.04 80 0.15 10.0 0.65 10.0  251 33.8 0.17 10.0 0.04 80 107 0.8 100.0 0.65 10.0  251 33.8 0.17 10.0 0.04 80 107 0.8 100.0 0.65 10.0  255 155 162.9 0.42 123.0 1.71 80 107.0 6.59 8.0 10.0  47 75 162.9 0.42 123.0 1.71 80 107.0 6.59 8.0 10.0  47 7.1 7.1 6.1 7 7.1 80 107.0 6.15 6.66 81.0  47 7.1 7.1 6.1 7 7.1 80 107.0 0.15 7.1 8.0  47 7.1 7.1 7.1 7.1 7.1 7.1 7.1 7.1 7.1 7.	FF - HAM	140		0.03	۲.۱	••		100.00	0.10	5.1	0.17
### ### ### ### ### ### ### ### #### ####	4 4 4 4 4 4	2 8 4	101	2.0		•	4		3.27	4.	
64. 41.1 21.49 0.63 7.3  4.4 164.9 6.72 6.2.7 0.67 : H0 62.0 31.20 2.38 27.3  61 48.9 25.89 6.76 21.2  61 48.9 25.89 6.76 21.2  61 48.9 25.89 6.76 21.2  747 70.4 0.27 52.0 0.43 : F0 41.3 58.03 1.50 30.8  572 125.0 0.48 71.5 0.59 : GL 80.1 64.0 1.23 45.8  61 10.4 1.7 56.5 1.7 25.7  574 70.4 0.27 52.0 0.43 : F0 41.3 58.03 1.50 31.8  578 18.3 0.27 52.0 0.04 : F0 9.8 100.00 0.45 10.0  251 33.8 0.13 8.5 0.07 : H0 27.4 81.52 1.04 6.9  755 1.67.9 0.47 1.71 : H0 107.4 65.93 4.07 81.1  61 35.9 27.0 0.25 27.1  62 35.9 4.8 0.7 10.0  757 738.0 738.0 1.23.0 1.71 : H0 107.4 65.93 4.07 81.1  62 15.9 6.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70		;		•	:	•			e 4.0	24.7	0.67
444 184:9 6.72 62.7 0.67: HG 62.0 33.20 6.38 27.3 HL 54.9 29.00 0.76 27.8 GL 64.9 29.00 0.76 27.8 GL 64.9 25.89 0.75 27.8 GL 64.9 25.89 0.75 27.8 GL 72.2 11.70 0.75 27.8 GL 14.9 35.92 1.70 24.7 24.7 26.7 11.70 0.27 25.7 11.70 0.27 25.7 11.70 0.75 1.70 24.7 26.7 27.8 15.92 1.70 24.7 24.7 26.7 26.7 26.7 26.7 26.7 26.7 26.7 26						5		1	0.63	19. B	0.6
\$72 125.0 0.48 71.5 0.59 : 61 80.7 0.75 20.25 2.36 27.3						~,		7.00	0.52	7.5	9.0
124.9   29.06   0.75   21.2	CGG-844	7. 7	- 1	6.72	82.1	. 19.	62.	11.20	2,38	27.3	2.72
572 125.0 0.48 71.5 0.59 : GL									0.76	23.B	0.62
572 125.0 0.48 71.5 0.59 : 6L 80.1 64.08 1.23 45.8  747 70.4 0.27 52.6 0.43 : ED 41.7 58.63 1.56 30.8  548 18.3 0.07 10.0 0.043 : ED 41.7 58.63 1.56 30.8  559 9.8 0.68 5.0 0.04 : ED 4.8 10.00 0.65 10.3  579 9.8 0.68 5.0 0.04 : ED 9.8 100.00 0.65 10.3  754 162.9 0.43 123.0 1.71 : RU 107.8 65.93 4.07 81.1  755 162.9 0.40 123.0 1.71 : RU 107.8 65.93 4.07 81.1  757 738.0 0.13 8.5 0.07 : BD 15.9 8.13 0.19 0.22  31.0 0.01.7 0.17 72.6 0.17 8.0 0.01 0.22  31.0 0.01.7 0.17 17.0 0.18 17.0 0.01 0.22  31.0 0.01.7 0.17 17.0 0.17 17.0 0.01 0.00  31.0 0.01.7 0.17 17.0 0.17 17.0 0.00  31.0 0.01.7 0.01 17.0 0.00 0.01 0.00  31.0 0.01.7 0.00 11.0 0.00 11.0 0.00  31.0 0.01.7 0.00 11.0 0.00  31.0 0.01.7 0.00 11.00  41 10.01 10.00 0.01 0.00  41 10.01 10.00 0.01 0.00  41 10.01 0.00						19			0.75	21.2	0. 20
747 70.4 0.27 52.6 0.43 : ED 41.7 58.03 1.56 30.8 EL 19.4 18.7 70.5 1.70 24.7 54.8 5.0 1.70 24.7 54.8 5.0 1.70 24.7 5.0 1.70 5.0						3			0 a • 0	4.6	0.87
747 70.4 0.27 52.6 0.43 : ED 41.7 58.63 1.56 30.6	333-99a	512			711.5	5.		6.4.03	1.23	£ 5.	1. 51
747 70.4 0.27 52.6 0.43 : ED 41.7 58.63 1.56 30.8   6L 18.7 26.51 C.29 13.9   18.3 0.07 10.0 0.04 : ET 18.7 100.00 0.65 10.3   25.9 9.8 C. 6 2 5.0 0.04 : ET 18.7 100.00 0.65 10.3   25.1 33.8 0.13 8.5 0.07 : ET 27.6 81.52 1.09 6.9   175 162.9 5.0. 123.0 1.71 : EU 107.8 65.93 8.07 81.1   6L 35.9 22.00 0.55 27.1   6L 35.9 22.00 0.55 27.1   61 15.9 8.13 0.19 10.0   275 738.0   775 16.7 123.0 1.71 : EU 15.7 6.15 6.76 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3	!	:	1		1			,	1.70	24.7	2.56
548 18.3 0.07 10.0 0.04 : UT 18.4 100.00 0.65 10.0  559 9.8 0.04 10.0 0.04 : WD 9.8 100.00 0.37 5.0  251 33.8 0.13 8.5 0.07 : WD 27.6 81.52 1.09 6.9  755 162.9 0.42 123.0 1.71 : RU 107.8 65.93 8.07 81.1  64 35.9 22.00 0.55 27.1  777 738.0 10.5 0.15 0.10 10.5 0.10 0.55 0.10  81 6.9 14.7 8.1 0.0 0.5 0.2  81 6.9 14.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.0	00-999	747		15.0	54. h	. 43 .			1.56	30.8	3.07
548 18.3 0.07 10.0 0.04 14 18.4 100.00 0.05 10.0  559 9.8 0.74 5.0 0.04 140 0.8 100.00 0.05 10.0  251 33.8 0.13 8.5 0.07 180 107.8 65.93 8.07 81.1  755 162.9 0.42 123.0 1.71 180 107.8 65.93 8.07 81.1  64 15.9 22.00 0.55 27.1  64 15.9 8.03 8.07 81.8  755 738.0 0.75 123.0 1.71 180 107.8 65.93 8.07 81.1  64 15.9 8.13 0.19 10.0  575 738.0 0.77 17.0 0.67 10.5  31.0 0.01 7.2  60 0.7 7.30 0.01 7.2  61 157.0 0.84 17.0  62 0.7 7.30 0.01 7.2								l	6.20	11.4	9.0
5-0 9-8 6.007 10.0 0.04: 67 18.4 100.00 0.05 10.3  251 33.8 0.13 8.5 0.07: 80 27.4 81.52 1.09 6.9  155 162-9 3.62 123.0 1.71: 80 107.8 65.93 8.07 81.1  66 13.9 6.9 0.55 27.1  67 738.0 6.9 0.55 27.1  68 13.9 6.9 0.55 27.1  69 0.57 17.0 0.05 10.5  31.0 0.01.7 (.77 72.4 0.07) 6.0 137.0 68.34 6.07  10.09 11.0						76			0.15	٠.	0. 20
251 33.4 0.13 4.5 0.07; HD 9.8 100.0C 0.37 5.0 251 33.4 0.13 4.5 0.07; HD 27.4 81.52 1.09 6.9 755 162.9 3.42 123.7 1.71; HU 107.8 65.93 4.07 H1.1 GL 35.9 22.00 0.55 27.1 GR 11.7 8.1 3.0.10 1.52 10.0 61 15.7 8.13 0.19 11.5 61 4.17 17.09 0.62 10.5 91 30.0 1.30 0.01 7.2 61 157.9 64.39 4.27 4.27 4.07	. 666-EEE	588	18.3	0.07	10.4	. 44	i	To 0. 00	0.65	10.0	0.00
755 167.9 0.13 8.5 0.07 : HD 27.6 81.52 1.09 6.9  755 167.9 0.42 123.0 1.71 : RU 107.8 65.93 4.07 81.1  6L 35.9 22.06 0.55 27.1  6R 14.7 R.13 0.19 10.0  6R 14.7 R.13 0.19 10.0  6R 14.7 R.13 0.19 10.0  6R 14.7 R.13 0.19 10.0  6R 14.7 R.13 0.19 10.0  6R 14.7 R.13 0.10 0.01 0.2  310 701.7 (.17 72.6 0.07 1.09 11.0	ьер-нин	5 09	9 · B	• •	9.0	. ,0	٥	100.00	0.37	٦. د	0.50
755 162.9 3.42 123.7 1.71 : RU 107.8 65.93 4.07 81.1 6L 35.9 22.06 0.55 27.1 6F 15.7 8.13 0.19 10.0 6F 15.7 8.13 0.19 10.0 6F 15.7 8.13 0.19 10.0 6F 15.7 8.13 0.19 10.0 6F 15.7 17.0 0.01 7.2 6F 0.7 7.30 0.01 7.2 6F 0.7 7.30 0.01 7.2	656-333	251	33.8	0.13		••			1.04	٠.	3. 69
755 162.9 3.42 123.7 1.71 : RU 107.8 65.93 4.07 R1.1 GF 15.7 R.13 C.10 10.0 67 15.7 R.13 C.10 10.0 67 15.7 R.13 C.10 10.0 67 15.7 R.13 C.10 10.0 68 15.7 R.15 E.66 W1.8 WT 30.8 15.8 1.72 9.5 60 0.7 7.30 0.01 7.2 61 157.0 C.13 72.4 0.77 4.00.7 10.09 11.0			i   			1	1	- 1	0.22		0.10
64 35.9 22.00 0.55 27.1 67 15.7 6.13 0.10 10.0 67 15.7 6.13 0.10 10.0 67 15.7 10.0 68 15.4 10.7 17.0 69 0.7 13.0 0.01 7.2 60 0.7 13.0 0.01 7.2 61 35.1 15.0 0.01 0.2	AMH-AAA	155	162	٠.	23.	. 10.		65.93	4.07	#1.1	6.07
				. 1		. !		^	0.55	27.1	0.80
7FG 73R.N T.91 61.6 A.ER. BE 154.R 67.15 E.EE 41.8  6L 41.7 17.09 0.62 10.5  WT 36.R 15.85 1.72 9.5  34A 7.01.7 (.77 72.6 A.8.9 4.28 89.7  6L 30.7 16.01 0.89 11.6						95	_		0.10	10.0	0
### ##################################						•				•	;
64 4-1-7 17.09 0.62 10.5 WT 36.8 15.84 1.12 9.5 GP 0.7 7.30 0.01 7.2 340 701.7 (.77 72.4 N. P. 157.9 648.39 5.24 80.7	HWH-RHH	789		ון מו	y. 19	: Qu		1	4.04	•: (*)	4.15
340						3			0.62	5.0	0
340 201.7 (.77 72.4 0.44; PP 157.9 68.59 5.25 40.7 64 57.1 6.89 11.0						* 6			200		0
347 701.7 (.77 72.4 7.4: PP 157.0 AR.39 5.24 40.7 6.40 11.0						•		•	:	•	
	חאא-נרנ	C .		((,)	12.4	••	-				
						<b>.</b>			· ·		

HAVE LT	_	PENINGY	-	110/44	=		1014	347	KPP/DAY	404
ини-опо	34.8	115.0	0		9.52 : 61	1	64.19	1.1	42.0	1. 38
					a.	39.2	13.61	0.56	21.5	•
MMH-EEE	1	1:4	0.17	12.7	19: 41:4	17.1 104.33	5 A . 33	19.0	17.7	1.14
HHH-6+4	760	8 · 6	10.0	5.1	A.C4 : 6L	6.R 2	100.00E	01.0	5.1	0.17
399-444	500	6.6	0.0		0.04 : 40		60.08	3.30	0.4	0.4
			.			•	19.5	0.03	1.0	0.03
<b>ファーエルド</b>	240	25.5	01.0	6.5	0.75 : 40	18.7	74.51	0.71	;	•
							11.92	0.14	6	0.08
					פר	i	11.57	0.04	20.0	0
111-00	349	75.2	6.29	27.7	P.23 : 68	62.7		0.40	2.15	0.7
					-	12.4	14.55	0.45	•••	0.41
111-646	200	59.R	0.23	14.6	0.12 : GR	54.R 1	100.00	0.65	14.6	0.45
111-000	=	13.1	0.13		0.05 : GR	35.7 10	100.00	0.47	4.4	0.19
111-500	215	72.1	0.28	17.0	0.14 : 67	54.2	74.94	1.94	12.7	1:1
							25.00	92.0		0.13
111-666	256	41.0	0.14	10.7	14 : 60.0	41.9 107.00	00.00	1.59	10.7	0.97
111-666	8 TR	3.2	0.01	1.7	0.01 : WT	3.2 1	20.031	0.11	1.7	0.15
444-566	549	103.3	0.39	57. A	0.47 : RD		17.24	3.02	•:•	:
					19	23.5	27.76	0.34	13.2	0.43
JJ.I-888	213	100.5	0.65	34.4	0.52 : GL	117.8	69.46	1.81	27.4	0.0
	ľ				=	- 1	37.52	1.86	12.1	1.00
コ・コ・ピ・ピ	346	125.2	0.40	0	04: 04.0		98.12	95.7	24.1	2.59
					10 2		36.46	17.0	17.9	3.59
0001-0-0-0-0	9	•	•	2						
					19		17.10	6:10	ć.,	0.1
J.Jt.t.	54.8	10.3	0.0	5.1	19 : 50.0	5.2	51.62	0.0A	2.0	0.10
					3	1.6	40.36	91.0	2.6	0.26
444-050	\$29	7.6	0.03	c .	0.03 : GL	7.4 10	101.30	0.12	0.0	0.13
3419-LLL	142	34.1	.1.	4.2	0.08 : 40		94.05	1.34	•	
1					3	1.2	3.35	0.0	٠,	0.1
HHH-777	240	21.9	#C.0	5.1	0.05 : RD	21.9 17	110.03	0.83	5.7	0.57
717-Ana	148	11:4	13.0	н. В	19 : 40.0	17.4 104.00	и°и	69.3	0.4	0.77
11.11	268	57.4	(2.2)	· · ·	0. 10 : 61		65.6)	e	15.4	0.52
							- 2 - 7	0.71	£ . 5	37.0
) ) ) - * * *	1.7			4.00	19: 44.0	175.4	70.52	٠.٠	1.16	1.75

93. K/AA # #10f #fab #3. B	175   175.7   0.67   31.4   0.26   61   131.5   72.05     130   31.7   0.67   31.4   0.26   61   131.5   72.05     147   56.5   0.42   10.6   0.09   69   56.5   100.00     370   8.4   0.03   12.1   0.12   69   64.2   17.10     147   56.5   0.29   12.1   0.12   69   64.2   17.10     148   101.5   0.39   12.1   0.12   69   64.2   17.10     170   131.7   0.40   11.6   0.10   61   14.2   14.12     170   131.7   0.40   11.6   0.10   61   14.2   14.12     170   131.7   0.40   23.6   0.40   14.2   14.12     170   131.7   0.40   23.6   0.40   14.2   14.12     170   131.7   0.40   23.6   0.40   14.2   14.12     170   131.7   0.40   23.6   0.60   14.2   14.12     170   131.7   0.40   23.6   0.50   60   14.2   14.2     170   131.7   0.40   23.6   0.60   14.2   14.2     170   131.7   0.40   23.6   60   14.2   14.2     170   131.7   0.40   23.6   60   14.2   14.2     170   131.7   0.40   11.6   0.40   61   13.6     180   0.70   11.1   0.70   11.1     170   131.7   0.40   11.5   0.40   11.1     170   131.7   0.40   11.1   10.10     170   131.7   13.1   125.2   4.00     181   191.7   13.1   125.2   4.00     181   22.1   13.1   125.2   4.00     181   22.1   13.1   125.2   4.00     181   22.1   13.1   125.2   4.00     181   22.1   13.1   125.2     181   22.1   13.1     181   22.1   13.1     181   22.1   13.1     181   22.1   13.1     181   22.1   13.1     181   22.1   13.1     181   22.1   13.1     181   22.1   23.1     181   23.1   23.1     181   23.1   23.1     181   23.1   23.1     181   23.1   23.1     23.1   23.1     23.1   23.2   23.1     23.1   23.1     23.1   23.2   23.1     23.1   23.2     23.		3351	L	O W. LL W.	<b>`</b>			4	1 1 4		<b>4</b> - 1	
175 175.7 0.67 51.4 0.70 ; EL 131.5 72.05  330 31.7 C.12 10.5 0.67 ; EP 31.7 100.00  370 8.4 C.03 3.2 C.03 ; EP 31.7 100.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 5.7 10.00  370 8.4 C.03 3.2 C.03 ; EP 6.4	175 176.7 0.67 31.4 0.76 : GL 131.5 72.05  130 31.7 C.12 10.5 0.67 : GL 131.5 72.05  141 56.5 0.72 10.6 0.09 : GP 56.5 100.00  270 A. A. A. A. A. A. A. A. A. A. A. A. A.	t Jack	5	VANAX.	47.17 ×	4 00 / Md	1.18				ACAD.	A POP A COA	SC A P
116 115.2 0.67 31.4 0.20 EL 131.5 74.06  310 31.7 C.12 10.5 0.69 EP 30.5 100.00  310 8.4 C.03 10.6 0.09 EP 50.5 100.00  310 8.4 C.03 12.1 0.09 EP 50.5 100.00  310 8.4 C.03 12.1 0.09 EP 50.5 100.00  310 8.4 C.03 12.1 0.00 EP 50.5 10.00  311 8.4 EP 10.00  312 10.00 11.6 0.10 EP 10.1 EP 10.00  313 13.7 30.00  314 2 23.1 0.09 11.6 0.10 EP 10.1 EP 10.00  315 13.5 13.5 0.50 EP 50.5 EP 50.5 EP 50.00  317 13.1 0.00 11.6 0.10 EP 10.6 EP 50.5 EP 50.00  318 318 318 5 0.12 21.5 0.14 EP 12.2 10.01  318 415 13.5 0.00 EP 10.6 0.60 EP 10.7 EP 50.00  319 13.5 15.5 0.00 EP 10.7 EP 10.7 EP 50.00  310 13.5 15.5 10.10  310 13.5 15.5 10.10  310 13.5 15.5 10.10  311 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.6 EP 10.7 EP 50.00  311 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.5 13.5 10.10  311 13.5 13.5 13.5 13.5 13.5 13.5 13.5 1	117 176, 2 0.67 31.4 0.70 ; 61 131.5 75.09  330 31.7 0.12 10.6 0.09; 6P 30.5 100.00  370 8.4 0.27 10.6 0.09; 6P 30.5 10.00  370 8.4 0.27 10.6 0.09; 6P 30.5 10.00  370 8.4 0.23 12.1 0.20; 6P 8.4 17.7 11.7  578 34.8 0.13 17.5 0.10; 61 18.1 4.1 17.8 17.02  578 23.1 0.09 11.6 0.10; 4T 13.3 57.52  568 162.4 0.39 71.5 0.58; 6P 8.4 35.5 24.92  179 131.7 0.40 23.6 0.59; 6L 16.1 40.8 6.80  61 18.2 23.1 0.06 11.6 0.10; 4T 13.3 57.52  568 162.4 0.39 71.5 0.58; 6P 8.4 35.5 24.92  170 131.7 0.46 23.6 0.58; 6P 8.4 35.5 24.92  161 17.7 15.1 0.66 10.9 0.00; 6F 7.8 11.2 19.01  177 15.1 0.66 10.9 0.00; 6F 7.8 11.5 11.0 11.1 11.1 11.1 11.1 11.1 11.1				! !			-			1.62	13.7	1.23
110 11.7 C.12 10.5 0.09; GP 50.5 100.00  117 50.5 0.22 10.6 0.09; GP 50.5 100.00  370 8.4 0.22 10.6 0.09; GP 50.5 10.00  370 8.4 0.23 12.1 0.09; GP 50.5 10.00  370 8.4 0.23 12.1 0.05; GP 84.5 10.00  370 8.4 0.23 12.1 0.00; 11.6 0.10; 47 13.3 5.15  370 8.23.1 0.09 11.6 0.10; 47 13.3 5.15  370 131.7 0.6 23.6 0.10; 47 13.3 5.15  47 13.7 5.6 0.10  47 13.8 0.12 11.5 0.56; GP 84.6 13.5 26.92  48 10.00 11.6 0.10; 6F 84.6 13.5 26.92  49 10.00 11.6 0.10; 47 13.5 26.92  40 10.00 11.6 0.10; 47 13.5 26.92  41 10.15 10.10  41 10.15 1	110 11.7 C.12 10.5 0.69; GP 50.5 10.00  1117 50.5 0.22 10.6 0.09; GP 50.5 10.00  370	## -UUU	175	175.2	14.0	31.4	0.0	•	~	- 1	4.02	21.5	6.78
310 31.7 C.12 10.5 0.69; 69 50.5 100.00  370 8.4 C.03 10.0 0.09; 69 50.5 100.00  370 8.4 C.03 10.1 0.02; 69 64.2 57.19  578 35.1 0.09 11.0 0.12; 69 64.2 67.19  578 35.1 0.09 11.0 0.10; 61 22.0 35.12  578 35.1 0.09 11.0 0.10; 61 22.0 35.12  578 35.1 0.09 11.0 0.10; 61 13.3 57.52  578 35.1 0.09 11.0 0.10; 61 13.3 57.52  578 35.1 0.09 11.0 0.10; 61 13.3 57.52  578 35.2 0.13 17.5 0.56; 69 44.0 35.51  778 30.6 0.12 21.5 0.16; 68 12.2 19.91  61 35.5 7.0 27.0  61 35.7 12.1 0.66 10.9 0.10; 68 12.2 19.91  61 13.1 17.2 17.3 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 12.2 19.91  61 13.1 17.3 17.5 17.5 0.10; 68 17.7 17.8 17.5 17.91  61 13.1 17.3 17.5 17.5 0.10; 68 17.7 17.8 17.5 17.91  61 13.1 17.3 17.5 17.5 0.10; 68 17.7 17.8 17.5 17.91  61 13.1 17.3 17.5 0.10; 68 17.7 17.8 17.5 17.91  61 13.1 17.3 17.5 0.10; 68 17.7 17.8 17.5 17.91  61 13.1 17.5 17.5 17.5 17.5 17.5 17.5 17.5 17	310 31.7 C.12 10.5 0.69; 6P 30.5 10.00  370							5			1.57	7.8	0. 75
147 56.5 6.27 10.6 0.09 : G9 56.5 100.00  370	147 56.5 6.22 10.6 0.09 : GP 56.5 100.00  370	11-11	330	31.7	6.17	10.5	20.0	••	33.7		0.45	10.5	0.33
370 8.6 C.03 3.2 C.03 68 b.A 100.00 120 60.2 6.30 12.1 0.12 60 64.2 67.19 10 10 10 10 10 10 10 10 10 10 10 10 10	370 8.4 C.03 3.2 C.03 68 b.A 100.00 189 103.4 0.39 15.1 0.12 69 64.2 67.19 578 34.4 0.13 12.1 0.20 61 22.0 34.05 578 34.4 0.13 17.5 C.10 147 13.1 57.52 579 23.1 0.09 11.4 0.10 147 13.1 57.52 579 23.1 0.09 11.4 0.10 147 13.1 57.52 579 23.1 0.09 11.5 0.58 66 13.9 44.6 43.56 770 30.6 0.12 21.5 0.18 68 44.6 43.58 177 15.1 0.06 10.9 0.09 161 3.9 79.51 61 3.9 79.51 770 30.6 0.12 21.5 0.18 68 12.2 19.91 61 7.2 74.01 61 101.5 25.40 61 13.7 10.8 5.72 69 141.6 7.8 51.51 61 101.5 25.40 61 101.5 25.40 61 101.5 25.40 61 101.5 25.40 61 101.5 25.40 61 101.5 25.40 61 101.5 25.70 61 101.5 25.70 61 101.5 25.70 61 101.5 25.70 61 101.5 25.70	L. L - H H.R.	147	50.5	6.22	10.4	0.09	••	•	100.001	6.83	17.6	0.34
10   101.4   0,39   10,1   10   10   10   10   10   10	180   101.4   0.39   15.1   0.12   69   60.7   67.19     570   67.9   0.23   32.1   0.26   68   29.5   68.35     570   57.9   32.1   0.26   68   29.5   68.35     574   23.1   0.09   11.6   0.10   61   13.1   12.02     179   131.7   0.60   23.6   0.19   14   13.3   57.52     645   162.4   0.39   71.5   0.58   68   44.6   43.54     774   30.6   0.12   21.5   0.14   68   12.7   14.5     775   75.1   0.06   10.9   0.09   61   3.9   44.6     685   168.4   17.5   0.58   69   44.6   43.54     777   77.1   0.06   10.9   0.09   61   3.9   7.71     778   77.1   0.06   10.9   0.09   61   7.7   7.8     777   77.1   0.06   10.9   0.09   61   7.7   7.8     778   77.1   0.06   10.9   0.09   61   7.7   7.8     778   77.1   0.09   7.25.2   6.94   91   7.5   7.84     778   74.2   7.25.2   7.94   91   19.5   7.8     778   74.2   7.5   7.5   7.5     779   75.1   7.5   7.5   7.5     779   75.1   7.5   7.5   7.5     770   74.5   7.5   7.5     770   74.5   7.5   7.5     770   74.5   7.5   7.5     770   74.5   7.5   7.5     770   74.5   7.5     770   74.5   7.5   7.5     770   74.5   7.5     770   74.5   7.5   7.5     770   74.5     770   74.5   7.5     770   74.5   7.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   74.5     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770   770     770	100-11	370	A.A	10.0	3.5	ပ		8.8	100001	6.12	2.	0.10
570	570 An. 9 A. 7 32. 1 0.26 : GP 29.5 94.35  578 34.8 0.13 17.5 A.14 : GL 16.1 9.5 15.61  578 23.1 0.09 11.6 0.10 : bT 13.7 57.92  578 23.1 0.09 11.6 0.10 : bT 13.7 57.52  67 14.9 15.0 2 11.5 0.56 : GP 13.9 29.57  87 35.5 26.92  774 30.6 0.12 21.5 0.16 : GP 44.6 a3.26  168 41.8 0.90  168 41.7 1.5 1.5 1.5 1.5 1.5 12.5 19.91  61 17.7 15.1 0.06 10.9 A.20 : GP 12.2 19.51  61 131.5 57.5 1.85  61 131.5 57.5 1.85  61 131.5 57.5 1.85  61 131.5 57.5 1.85  61 131.5 57.5 1.85  61 131.5 57.5 1.85  61 131.5 18.5 18.59  61 131.5 18.50  61 131.5 18.50  61 131.5 18.50  61 131.5 18.50  61 131.5 18.50  61 131.5 18.50  61 131.5 18.50  61 131.5 18.50	***	0 4 7	ដ	0,39	ď	0.12	••	•		10.01	17.4	0.32
570	570					j	: !	1			1.19	0.4	0.45
578 34.4 0.73 17.5 0.10 14 10.1 4.1 17.0 2.5 15.6 14.0 2.5 15.6 14.0 2.5 15.6 14.0 2.5 15.6 14.0 2.5 15.6 17.0 2.5 15.7 15.5 15.5 15.6 17.0 2.5 15.7 15.7 15.8 15.5 15.6 17.0 2.5 15.7 15.7 15.7 15.7 15.7 15.7 15.7 15	578 34.4 0.13 17.5 6.14 6.1 16.1 46.86 67 12.0 36.67 15.0 10.0 11.6 0.10 14.1 13.7 5.0 15.0 17.0 13.1 17.0 131.7 0.60 11.6 0.10 14.1 13.7 57.52 68 14.5 17.0 17.0 131.7 0.60 23.6 0.10 14.1 57.7 41.17 17.0 131.7 0.60 23.6 0.10 14.1 57.7 41.5 57.5 16.9 16.1 16.1 41.4 40.6 43.0 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16	HH 8- 9.	9.4	.04	1 7 ° 0	*	٠.		29.5		0.42	15.0	0.40
578 34.4 7.13 17.5 7.14 561 16.1 46.86  578 23.1 0.09 11.6 0.10 : bT 13.3 57.52  179 131.7 0.60 23.6 7.19 : HL 57.3 47.52  645 162.4 0.39 71.7 0.58 : GP 44.6 43.5 26.92  778 30.6 0.12 21.5 0.18 : GP 44.6 43.5 26.92  778 15.1 0.46 10.9 7.09 : GP 7.8 51.51  1684 615.6 10.9 7.09 : GP 7.8 51.51  1684 615.7 1.51 0.46 10.9 7.09 : GP 131.5 31.68  11 107.5 25.90  11 107.5 55.90  12 15.7 19.91  12 15.7 19.91  13 16.8 15.90  14 107.5 55.90  15 10.91  17 10.91  18 10.95 55.90  18 10.95 55.90  18 10.95 55.90  18 10.95 55.90  18 10.95 55.90	67 15.67  578 34.8 7.13 17.5 6.10 67 14.0 66.80  67 14.9 13.7 5.69  179 131.7 6.60 23.6 0.10 141 57.3 47.57  66 13.9 20.57  179 131.7 6.60 23.6 0.19 141 57.3 47.57  67 162.4 6.39 71.5 0.58 168 44.6 43.56  164 36.9 26.95  170 30.6 0.12 21.5 0.14 168 12.2 19.91  177 15.1 0.66 10.9 6.10 16.7 7.3 57.51  178 41.6 698.8 5.72 169 149.5 56.95  168 41.107.5 56.95  178 149.0 1.53 725.2 5.99 141 197.6 56.62  189 55.1 18.79  180 57.1 18.70  180 57.1 18.70  180 57.1 18.70							5	22.0	l	0.34	11.6	0.48
508 34.6 0.13 17.5 0.10 : 61 14.7 41.17  50 14.7 41.17  50 13.7 57.52  179 131.7 0.50 23.6 0.19 : H1 57.7 47.52  61 13.8 57.52  67 162.4 0.39 71.7 0.58 : 68 44.6 43.54  774 30.6 0.12 21.5 0.18 : 68 12.2 19.91  774 30.6 0.12 21.5 0.18 : 68 12.2 19.91  61 13.8 31.68  1684 615.8 1.58 698.8 5.72 : 69 183.5 31.68  10.8 12.5 55.90  61 131.5 55.90  61 131.5 55.90  61 131.5 55.90  61 131.5 55.90  61 131.5 55.90  61 131.5 55.90  61 131.5 55.90  61 137.5 55.92	508 34.4 0.13 17.5 0.10 61 14.7 4.13.7 57.52  504 23.1 0.09 11.4 0.10 61 1.4 4.17  179 131.7 0.40 23.4 0.19 141 57.7 47.52  605 162.4 0.39 71.5 0.54 66 44.4 83.54  772 15.1 0.06 10.9 0.09 61 3.9 12.2 19.91  774 30.6 0.12 21.5 0.16 66 12.2 19.91  61 131.8 54.97  61 131.8 54.97  61 131.8 54.99  61 131.8 54.99  778 18.0 1.53 7.25.2 5.94 81 197.6 54.62  61 131.8 13.8 13.9  61 131.8 5.99  61 131.8 54.99  61 131.8 54.99  61 131.8 54.99  61 131.8 54.99  61 131.8 131.8 54.99  61 131.8 131.8 13.8 13.99  61 131.8 131.8 13.99  61 197.8 54.62							<u>.</u>	•		0.34	5.0	0. 45
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## APPENDIX B

## RESULTS OF DECEMBER 1979 EXERCISE

## B.1 The Experiment at M.I.T./FTL

The pilot experiment was performed at M.I.T. the week of December 17-21, 1979. The five airline teams were assigned aircraft as follows:

Team	DC-10	<u>707</u>	<u>727</u>	DC-9
Blue	3	5	12	
Gold		5	10	
Green		5	5	
Red		3	5	2
White			4	1

Each team was represented by one or more players from ECON-FTA staff and the FAA. The total air transportation network involved four major hubs, of which three were slotted, four intermediate size airports and five minor airports. There were 60 aircraft in all, allocated among the five airlines as shown above. Each airline was told its route structure and could obtain detailed information on the demand in each market.

The scheduling of flights was undertaken during the set-up phase, prior to the first slot auction on December 18, 1979, without any slot restrictions. This prior effort also served to test various aspects of the scenario and to allow changes to be made in passenger demand, costs and other structural aspects of the airline management game (AMG). Then, using the flight schedule profile (number of flights by hour and airport) artificial hourly quotas were selected for the three major hubs:

Airport	Quota (flights/hour)
Α	13
В	12
С	15

These were selected so that excess demand would surely occur at peak hours. For instance, the original schedules had 26 operations in one peak at Airport A.

The major interations of the slot auction experiment were undertaken. Each interation was conducted as follows:

Slot Auction	Bidding round 1
Slot Auction	Bidding round 2
Slot Auction	
Slot Auction	Bidding round k

Run market aggregation--print equilibrium prices Reschedule flights subject to slot allocation Trade slots in aftermarket is possible and necessary Airlines submit schedules to AMG Run AMG simulation

In the first iteration there were four rounds of bidding, in the second only two. The auction was terminated by a voting procedure: if four out of five teams voted to stop the auction, it was stopped; otherwise another round of bidding was taken. The auctioneer announced that he could terminate the bidding at any round after the first round based on other criteria, such as lack of change in prices and/or allocations, but in practice this was not applied during the pilot experiment.

## B.2 Problems with the Experiment

There was some evidence of dynamic changes in bidding between rounds, probably due to a combination of learning by the players and deliberate bidding strategy, including speculation in slots. One could not say, looking at the results that the market "settled down." Probably many more rounds of bidding were needed for stabilization of the market. Time was not available at FTL for a large number of rounds. Initially, during Iteration 1, Rounds 1-3, the mechanics of processing bids was rather slow. By the time we had achieved efficiency in bid processing there was only one day of the experiment left, and hence the abbreviated auction in Iteration 2.

There were several major problems in the implementation of the experiment, as far as the scenario and groundrules were concerned.

- 1. Ambiguity about the players' freedom to change route structure
- 2. An "average" cost function which hurt the small airlines profitability
- Start-up difficulties in player understanding of the bidding procedure and market mechanism
- 4. Fares were fixed and players could not change them
- 5. No cash flow constraints were imposed.

We discuss of these problems in turn.

I. Apparently some players (team Gold in particular) perceived the game as if deregulation were in full force, meaning that the airline could add or drop any routes it wished. Other players accepted their initially given routes as fixed and used only their ability to add or drop <u>flights</u> on those routes to make profits. This difference in groundrules between airlines emerges clearly in comparing the earnings results for teams Green and Gold ; while Gold was able to substantially improve its profitability from Iteration 0 to Iteration 2 by competing vigorously in Green's markets, Green steadily lost ground. In a properly designed experiment, all players should have identical groundrules.

It doesn't matter so much whether the groundrules do or do not reflect deregulation. It is essential that this decision be made by the game administrator and announced unambiguously to all players.

In approaching their scheduling problem for a six-month season, airlines would mostly enter the slot market with their flight cycles already mapped out.

Changes as a result of slot allocation in these cycles would tend to be marginal,

<sup>\*</sup>See Tables 4 and 5.

since an accommodation to slot restrictions can be expected via "sliding." The difference in behavior between airline players invalidates the simulation to this extent.

- 2. The cost allocation—e.g., the cost per passenger for handling passengers on each flight—was derived from averages for aircraft type, and hence did not allow for the lower overhead of a small airline (White) as compared with a large airline (Blue). This resulted in a situation where White could not possibly be profitable and Blue could hardly fail to make profits. It is impossible to say what effect this had on the players bidding. See problem (5) below for further discussion.
- 3. The bidding instructions were clear and unambiguous, but fairly complicated. Not enough time was available for players to learn bidding procedures and strategy. Apparently some players were mistakenly under the impression in Round 2 of Iteration 1 that all bids had to be submitted from scratch. This caused some confusion in the bid processing. Many players entered zero bids, which have no effect whatsoever on this type of market. To enable players to register demands for slots at essentially no cost to the airlines, we suggested a minimum bid of one dollar, which then allowed slot allocation to take place at a price of \$1.00 in off peak hours. From Round 3 of Iteration 1 on, the zero bid was taken as a cancellation of bids previously submitted in the same auction.

Players evidently thought they could individually influence the slot market to a greater extent than is the case. There was a considerable amount of strategic posturing in the bidding, which is a natural part of learning how to use the market, but which does not contribute useful information to the experiment.

Slot speculation was another example of unrealistic behavior--it is hard to believe the airlines would buy a great number of slots which they don't plan to use,

particularly if they must forfeit such slots after one month of nonuse. Nevertheless, speculation is a possibility which should be considered, and some thought might be devoted to penalizing more heavily slot holders who don't use their slots.

- 4. The fixed fares limited the players unnecessarily and do not reflect the competitive reality. This problem was significant because of the unusually high costs experienced by small airlines due to incorrect cost allocation (the "average" overhead problem—see (2)) and also entailed a lack of consideration of the airlines of whether or not to pass along slot costs to passengers.
- 5. The worst problem was occasioned by the absence of adequate financial constraints. Since money was virtually "free" to the players, their bidding exceeded industry net earnings by \$43,668 per day at one point in the first auction. Subsequent rounds of bidding failed to completely correct this problem. The final round, for instance, shows net industry earnings of \$62,239 per day and slot payments of \$43,840 per day. Since the earnings include operations at nonslotted airports, the operations at slotted airports may still show a loss.

TABLE B. 1	A SLOT PRICES ITERATION 1 PER OPERATI	(DOLLARS	
HOUR AI RPORT	A	В	С
0600	0	0	0
0700	151	63	0
0800	713	353	1
0900	2	101	100
1000	1	152	276
1100	1	328	0
1200	1	351	0
1300	100	14	305
1400	1	176	2
1500	126	14	500
1600	179	76	1 1
1700	301	2	2
1800	2	353	1
1900	1	100	14
2000	1	276	0
2100	0	177	0
2200	0	0	0

TABLE B.1B SLOT PRICES AT END OF ITERATION 2 (DOLLARS PER OPERATION)

HOUR AIRPORT	A	В	С
0600	3	3	0
0700	740	3	2
0800	0	19	3
0900	155	5	103
1000	56	6	4
1100	42	253	3
1200	157	157	6
1300	332	5	3
1400	7	6	6
1500	182	6	58
1600	244	95	3
1700	351	5	3
1800	114	207	13
1900	6	6	3
2000	6	7	0
2100	0	7	0
2200	3	3	0

TABLE B. 2 POTENTI. DOLLARS	AL SLOT REV PER HALF-Y			
ITERATION AIRPORT AND ROUND	A	В	С	ALL
1.1	0.468	0.745	1.080	2.293
1.2	1.640	2.171	1.455	5.266
1.3	2.314	3.484	2.692	8.490
1.4	3.697	5.478	3.245	12.420
2.1	2.972	0.320	0.032	3.324
2.2	5.611	1.713	0.567	7.891

TABLE B.3 NET EARI (IN MILI	NINGS BEFORE TA LIONS OF DOLLAR		
AIRLINE ITERATION	0*	1	2
BLUE	4.30	4.17	4.13
GOLD	-4.99	-1.07	1.69
GREEN	6.00	4.98	5.53
RED	0.270	0.067	0.720
WHITE	-1.020	-0.994	-0.867
ALL	4.560	7.153	11.203
*THERE WERE NO ITERATION.	SLOT RESTRICTI	ONS IN THIS I	NITIAL

TABLE B.4 POTENTIAL SLOT PAYMENTS AFTER EACH BIDDING ROUND (MILLIONS OF DOLLARS PER HALF-YEAR)

ITERATION AIRLINE AND ROUND	1.1	1.2	1.3	1.4	2.1	2.2
BLUE	0.478	1.548	1.863	4,030	1.881	2.469
GOLD	0.611	1.369	2.394	3.533	0.003	1.254
GREEN	0.603	1.945	1.736	3.001	0.878	2.102
RED	0.094	0.117	0.435	0.578	0.048	0.228
WHITE	0.472	0.541	0.670	0.854	0.075	0.080
ALL	2.258	5.520	7.098	11.996	2.885	6.133

TABLE B.5 NET EARNINGS AFTER SLOT PAYMENTS, BEFORE TAXES (MILLIONS OF DOLLARS PER HALF-YEAR)

AIRLINE ITERATION	0	1	2
BLUE	4.300	0.140	1.661
GOLD	-4.990	-4.603	0.436
GREEN	<b>6.00</b> 0	1.979	3.428
RED	0.270	-0.511	0.492
WHITE	-1.020	-1.848	-0.947
ALL	4.560	-4.843	5.070

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	TABLE B.6 SYSTEMWIE	DE PERFORMANCE	OF ALL FIVE AIRLINE	S
FAC	TOR ITERATION	0	1	- 2
١.	LOAD FACTOR	0.627	0.620	0.650
2.	AVERAGE STAGE LENGTH (MILES)	338	357	387
3.	AVERAGE TRIP LENGTH "	423	437	456
4.	RATION OF (3) to (2)	1.25	1.22	1.18
5.	TOTAL FLIGHTS	222	211	187
6.	TOTAL RUNWAY OPERATIONS	974	938	830
7.	RUNWAY OPERATIONS AT AIRPORTS A, B, C	580	544	488
8.	UNUSED SLOTS AT A, B, C	100	136	192

